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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AMES, IA	
AMES MUNI	**RNAV (GPS) Rwy 1**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 19
	RNAV (GPS) Rwy 31
NA when local weather not available.	
ANKENY, IA	
ANKENY RGNL	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 36
NA when local weather not available.	
ATLANTIC, IA	
ATLANTIC MUNI	**RNAV (GPS) Rwy 2**
	RNAV (GPS) Rwy 20
Category D, 800-2½.	
NA when local weather not available.	
BRANSON, MO	
BRANSON	**RNAV (GPS) Rwy 14[1]**
	RNAV (GPS) Rwy 32[2]
NA when local weather not available.	
[1]Category C, 800-2¼; Category D, 800-2½.	
[2]Category D, 800-2¼.	
BURLINGTON, IA	
SOUTHEAST IOWA RGNL	**ILS or LOC Rwy 36[1]**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
	RNAV (GPS) Rwy 36
	VOR/DME Rwy 12
	VOR Rwy 30
NA when local weather not available.	
[1]ILS,LOC, Category D, 800-2¼.	

NAME	ALTERNATE MINIMUMS
CAPE GIRARDEAU, MO	
CAPE GIRARDEAU RGNL	**ILS or LOC Rwy 10[12]**
	LOC/DME BC Rwy 28[1]
	RNAV (GPS) Rwy 10[1]
	RNAV (GPS) Rwy 28[13]
[1]NA when local weather not available.	
[2]ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.	
[3]Categories A,B,C,D, 900-2¼.	
CEDAR RAPIDS, IA	
THE EASTERN IOWA	**ILS or LOC Rwy 9[1]**
	ILS or LOC Rwy 27[1]
	RNAV (GPS) Rwy 8
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 26
	RNAV (GPS) Rwy 27
	VOR Rwy 26
	VOR Rwy 27
	VOR/DME Rwy 8
NA when local weather not available.	
[1]NA when control tower closed.	
CENTERVILLE, IA	
CENTERVILLE MUNI	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
CHARITON, IA	
CHARITON MUNI	**RNAV (GPS) Rwy 10**
	RNAV (GPS) Rwy 17
NA when local weather not available.	
CHARLES CITY, IA	
NORTHEAST IOWA RGNL	**LOC Rwy 12**
	NDB Rwy 12
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
NA when local weather not available.	

NAME ALTERNATE MINIMUMS

CHEROKEE, IA

CHEROKEE
COUNTY RGNL ..... **RNAV (GPS) Y Rwy 36**
RNAV (GPS) Z Rwy 36[1]
NA when local weather not available.
[1]Categories A, B, 800-2¼.

CLARINDA, IA

SCHENCK FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

CLARION, IA

CLARION MUNI ..... **NDB Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

CLINTON, IA

CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR Rwy 3
NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2[1]**
LOC/DME BC Rwy 20[1]
VOR Rwy 13[2]
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA

COUNCIL
BLUFFS MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

CRESTON, IA

CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

DAVENPORT, IA

DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) RWY 33
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

DECORAH, IA

DECORAH MUNI ..... **RNAV (GPS) Rwy 29**

NAME ALTERNATE MINIMUMS

DES MOINES, IA

DES MOINES INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 13[1]
ILS or LOC Rwy 31[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 23[3]
[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA

DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13[1]
VOR Rwy 31[1]
VOR Rwy 36
NA when local weather not available.
[1]Category D, 800-2¼.

ESTHERVILLE, IA

ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

FOREST CITY, IA

FOREST CITY MUNI ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

FORT DODGE, IA

FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30
NA when local weather not available.

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
NDB Rwy 32[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[1]
VOR Rwy 32[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

GRINNELL, IA

GRINNELL RGNL ..... **NDB Rwy 13**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE
SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY, IA

IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**

NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY
MEMORIAL ..... **ILS or LOC Rwy 30[1][2][3]**
NDB Rwy 12[1][4]
RNAV (GPS) Rwy 12[3][5]
RNAV (GPS) Rwy 30[3][5]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

JOPLIN, MO

JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
ILS or LOC/NDB Rwy 13

NA when control tower closed.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL .. **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

NAME ALTERNATE MINIMUMS

KANSAS CITY, MO

CHARLES B. WHEELER
DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
ILS or LOC Rwy 19[2]
NDB Rwy 19[3]
RNAV (GPS) Rwy 3[4]
RNAV (GPS) Rwy 21[5]
VOR Rwy 19
VOR Rwy 21[5]

NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

KEOKUK, IA

KEOKUK MUNI ..... **NDB Rwy 14**
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE RGNL ... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B

NA when local weather not available.

KNOXVILLE, IA

KNOXVILLE MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

LE MARS, IA

LE MARS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME Rwy 36[1]

NA when local weather not available.
[1]Categories A,B, 900-2.

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36

NA when local weather not available.

MASON CITY, IA

MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MUSCATINE, IA

MUSCATINE MUNI ..... **ILS or LOC Rwy 24[1]**
RNAV (GPS) Rwy 6[2,3]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[4]

[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

OTTUMWA, IA

OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31

NA when local weather not available.

PELLA, IA

PELLA MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34

NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI ... **RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36[1]
SDF Rwy 36[2]

[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

RED OAK, IA

RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17

NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST. JOSEPH, MO

ROSECRANS
MEMORIAL ..... **ILS or LOC Rwy 35[1,2]**
LOC BC Rwy 17[1,3]
RADAR-1[4]
VOR or TACAN Rwy 17[5]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.

ST. LOUIS, MO

LAMBERT-
ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS ..... **ILS or LOC Rwy 8R[1,3]**
ILS or LOC Rwy 26L[2,4]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[1,5]
RNAV (GPS) Rwy 26L[1,5]
RNAV (GPS) Rwy 26R[1]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

SHELDON, IA

SHELDON MUNI ..... **NDB Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15[1]
RNAV (GPS) Rwy 33[1]

NA when local weather not available.
[1]Category D, 800-2¼.

SHENANDOAH, IA

SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
NDB Rwy 4

NA when local weather not available.

NAME ALTERNATE MINIMUMS

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD ..... **ILS or LOC Rwy 13[13]**
ILS or LOC Rwy 31[3]
NDB Rwy 35[4]
RNAV (GPS) Rwy 13[25]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[25]
VOR/DME or TACAN Rwy 13[25]
VOR or TACAN Rwy 31[25]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

SPENCER, IA

SPENCER MUNI ..... **RNAV (GPS) Rwy 12[12]**
RNAV (GPS) Rwy 18[12]
RNAV (GPS) Rwy 30[12]
RNAV (GPS) Rwy 36[12]
VOR Rwy 12[12]
VOR Rwy 30[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼, Category D, 800-2½.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 20[1]
VOR/DME or TACAN Rwy 2[2]
VOR or TACAN Rwy 20[2]

[1]NA when local weather not available.
[2]Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE MUNI ..... **NDB Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR-A

Category C, 800-2¼.
NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ..... **ILS or LOC Rwy 12[1]**
LOC BC Rwy 30
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30

NA when local weather not available.
[1]ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI .... **RNAV (GPS) Rwy 32**

NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA) ELEV **826**

ROSECRANS MEMORIAL

RADAR - 120.35 360.8

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17		ABCDE	**1026**-¾	200	(200-¾)				
ASR	35		ABC	**1200**-1	386	(400-1)	DE	**1200**-1¼	386	(400-1¼)
	17		AB	**1340**-1	514	(600-1)	C	**1340**-1½	514	(600-1½)
			DE	**1340**-1¾	514	(600-1¾)				
CIRCLING			AB	**1400**-1	574	(600-1)	C	**1400**-1½	574	(600-1½)
			D	**1500**-2¼	674	(700-2¼)	E	**1760**-3	934	(1000-3)

When ST Joseph approach control closed, procedure not authorized.

WHITEMAN AFB (KSZL), (Knob Noster), MO (Orig, 10126 USAF) ELEV **870**

RADAR[12] **- (E)** 125.1 284.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1[4]		AB	**1260**/24	423	(400-½)
			CD	**1260**/40	423	(400-¾)
			E	**1260**/50	423	(400-1)
	19[3]		AB	**1260**/24	390	(400-½)
			CDE	**1260**/40	390	(400-¾)
CIR[5]	1-19		AB	**1340**-1	470	(500-1)
			C	**1340**-1½	470	(500-1½)
			D	**1420**-2	550	(600-2)
			E	**1460**-2	590	(600-2)

[1]Opr H24 fr 1300Z++ Mon thru 0500Z++ Sat, 1400-2300Z++ Sat-Sun; clsd hol. [2] ASR MP 0700-1300Z++ Mon and Tue. [3]When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [5]Circling not authorized W of Rwy 1-19. [6]Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)
AMDT 3 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)
AMDT 3 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

NAME TAKE-OFF MINIMUMS

AMES, IA

AMES MUNI (AMW)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1**, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course. **Rwy 13,** climb heading 133° to 2800 before turning right. **Rwy 19,** climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. **Rwy 31,** climb heading 313° to 1500 before proceeding on course.
NOTE: **Rwy 1,** trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL. **Rwy 13,** trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. **Rwy 19,** trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. **Rwy 31,** trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

ANKENY, IA
ANKENY RGNL (IKV)
ORIG 96004 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

ATLANTIC, IA
ATLANTIC MUNI (AIO)
AMDT 6A 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.
NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA
AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO
JERRY SUMNERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA
BELLE PLAINE MUNI (TZT)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

BLOOMFIELD, IA
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO
BOLIVAR MUNI (M17)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO
JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO
BOWLING GREEN MUNI (H19)
ORIG 83132 (FA)
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO

NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.

NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA

SOUTHEAST IOWA RGNL (BRL)
AMDT 1 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

CABOOL, MO

CABOOL MEMORIAL (TVB)
AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO

CAMERON MEMORIAL (EZZ)
ORIG 10098 (FAA)

NOTE: **Rwy 17,** trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL. **Rwy 35,** trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO

CAMDENTON MEMORIAL (H21)
ORIG 84131 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15,33**, 300-1.

CAPE GIRARDEAU, MO

CAPE GIRARDEAU RGNL (CGI)
AMDT 7A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20,** 300-1 or std. with a min. climb rate of 265' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28,** climb heading 280° to 1000 before turning northbound.

NOTE: **Rwy 2,** tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10,** trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20,** trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA

ARTHUR N. NEU (CIN)
ORIG 90263 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

CARUTHERSVILLE, MO

CARUTHERSVILLE MEMORIAL (M05)
ORIG 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.

NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CASSVILLE, MO

CASSVILLE MUNI (94K)
ORIG 10154 (FAA)

NOTE: **Rwy 9,** tank 4668' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Tower 4322' from DER, 1224' left of centerline, 140' AGL/1600' MSL. Powerlines 1530' from DER, on centerline, 75' AGL/1544' MSL.

CEDAR RAPIDS, IA

THE EASTERN IOWA (CID)
AMDT 3 10154 (FAA)

NOTE: **Rwy 8,** plane on taxiway, 8' from DER, 427' left and right of centerline, up to 45' AGL/905' MSL. Windsocks 451' from DER, 186' right of centerline, up to 15' AGL/878' MSL. Buildings 891' from DER, 317' left of centerline, up to 46' AGL/905' MSL. Trees 1350' from DER, 203' left of centerline, up to 100' AGL/898' MSL. **Rwy 13,** vehicle on road, 961' from DER, 709' left of centerline, 15' AGL/874' MSL. **Rwy 26,** fence 598' from DER, 420' right of centerline, 10' AGL/872' MSL. Poles beginning 1338' from DER, 200' right of centerline, up to 29' AGL/895' MSL. **Rwy 31,** vehicles on road beginning 28' from DER, left to right of centerline, up to 17' AGL/876' MSL, tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA

CENTERVILLE MUNI (TVK)
ORIG 10154 (FAA)

NOTE: **Rwy 16,** trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/1031' MSL.

CHARITON, IA
CHARITON MUNI (CNC)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA
NORTHEAST IOWA RGNL (CCY)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA
CHEROKEE COUNTY RGNL (CKP)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** NA-environmental. **Rwy 36,** 300-1¼ or std. w/ min. climb of 373' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.
NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE, MO
CHILLICOTHE MUNI (CHT)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA
SCHENCK FIELD (ICL)
AMDT 2 88182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1. **Rwy 31,** 700-2.
DEPARTURE PROCEDURE: **Rwys 2, 13, 20, 31,** climb runway heading to 1700 before turning.

CLARION, IA
CLARION MUNI (CAV)
AMDT 1 10042 (FAA)
NOTE: **Rwy 14,** tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32,** trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA
CLINTON MUNI (CWI)
AMDT 1 10126 (FAA)
NOTE: **Rwy 3,** trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL. **Rwy 21,** tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. **Rwy 32,** vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL. Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL. Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.

COLUMBIA, MO
COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA
ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

CRESTON, IA
CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO
CUBA MUNI (UBX)
AMDT 1 83062 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA
DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

DECORAH, IA
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA
DES MOINES INTL (DSM)
AMDT 10 03135 (FAA)
NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/ 997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO
DEXTER MUNI (DXE)
AMDT 3 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.
NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA
DUBUQUE RGNL (DBQ)
ORIG 06271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA
EAGLE GROVE MUNI (EAG)
AMDT 3 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-Enviromental.
NOTE: **Rwy 13,** vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA
EMMETSBURG MUNI (EGQ)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35,** NA-Enviromental.
NOTE: Rwy 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31,** trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO
EXCELSIOR SPRINGS MEMORIAL (3EX)
ORIG 80360 (FAA)
DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA
FAIRFIELD MUNI (FFL)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

FARMINGTON, MO
FARMINGTON RGNL (FAM)
AMDT 1 82273 (FAA)
DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

FESTUS, MO
FESTUS MEMORIAL (FES)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA
FOREST CITY MUNI (FXY)
AMDT 2 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-2¼ or std. w/ a min. climb of 242' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 332° to 1800 before turning right.
NOTE: **Rwy 9,** trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15,** trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27,** train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33,** vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.
NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FREDERICKTOWN, MO
FREDERICKTOWN RGNL (H88)
ORIG 85213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO
ELTON HENSLEY MEMORIAL (FTT)
AMDT 1 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.
NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA
GRINNELL RGNL (GGI)
AMDT 1 08157 (FAA)
NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA
GUTHRIE COUNTY RGNL (GCT)
ORIG 10126 (FAA)
NOTE: **Rwy 18,** vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL. Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. **Rwy 36,** tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA
HAMPTON MUNI (HPT)
AMDT 3 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

HANNIBAL, MO
HANNIBAL RGNL (HAE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA
HARLAN MUNI (HNR)
ORIG 90179 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33,** 300-1.

HARRISONVILLE, MO
LAWRENCE SMITH MEMORIAL (LRY)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.
NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53'AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO
HIGGINSVILLE INDUSTRIAL MUNI (HIG)
ORIG 06271 (FAA)
NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA
INDEPENDENCE MUNI (IIB)
AMDT 3 88126 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.
DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

IOWA CITY, IA

IOWA CITY MUNI (IOW)
AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA

IOWA FALLS MUNI (IFA)
ORIG 09071 (FAA)

NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)
AMDT 2 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 400-2.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)
AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)
AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)
AMDT 1 06271 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2 ¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)
ORIG 05300 (FAA)

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)

NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)
ORIG 06271 (FAA)

NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.

NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA
KNOXVILLE (OXV)
ORIG 10098 (FAA)
NOTE: **Rwy 15,** vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33,** trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO
LAMAR MUNI (LLU)
ORIG 08101 (FAA)
NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA
LE MARS MUNI (LRJ)
AMDT 1A 07283 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.
NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEBANON, MO
FLOYD W JONES LEBANON (LBO)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2000' prior to DER.
NOTE: **Rwy 18,** multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL. **Rwy 36,** multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.

LEE'S SUMMIT, MO
LEE'S SUMMIT MUNI (LXT)
ORIG 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO
LEXINGTON MUNI (4K3)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO
MALDEN RGNL (MAW)
ORIG 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.
NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA
JAMES G. WHITING MEMORIAL FIELD (MEY)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20,** 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1700 before turning left. **Rwy 20,** climb heading 199° to 1700 before turning left.
NOTE: **Rwy 2,** tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA

MAQUOKETA MUNI (OQW)
AMDT 1 10154 (FAA)

NOTE: **Rwy 15,** terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/ 889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. **Rwy 33,** multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

MARSHALL, MO

MARSHALL MEMORIAL MUNI (MHL)
ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)
AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO

MEXICO MEMORIAL (MYJ)
ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA

FULLER (4D8)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

MONETT, MO

MONETT MUNI (HFJ)
ORIG 07018 (FAA)

NOTE: **Rwy 18,** multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/ 1342' MSL. **Rwy 36,** multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

MONTICELLO, IA

MONTICELLO RGNL (MXO)
AMDT 4 01361 (FAA)

NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO

LEWIS COUNTY RGNL (6M6)
ORIG 06271 (FAA)

NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO

MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI (MPZ)
AMDT 1 99026 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** 300-1. **Rwy 33,** 500-2 or std. with a min. climb of 280' per NM to 1400.

MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL (1MO)
AMDT 1 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 2100 before turning right.

NOTE: **Rwy 8,** trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26,** trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO
MOUNTAIN VIEW (MNF)
AMDT 3 93007 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA
MUSCATINE MUNI (MUT)
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO
NEOSHO HUGH ROBINSON (EOS)
ORIG 07130 (FAA)
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEW MADRID, MO
COUNTY MEMORIAL (EIW)
AMDT 1 83132 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA
NEWTON MUNI (TNU)
ORIG 07074 (FAA)
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA
OELWEIN MUNI (OLZ)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA
ORANGE CITY MUNI (ORC)
ORIG 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

OSAGE BEACH, MO
GRAND GLAIZE-OSAGE BEACH (K15)
AMDT 1 90039 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13,** pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY, IA
PERRY MUNI (PRO)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

POCAHONTAS, IA
POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

POINT LOOKOUT, MO
M. GRAHAM CLARK-TANEY COUNTY (PLK)
DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI (POF)
AMDT 1 07242 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO

WASHINGTON COUNTY (8WC)
ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.

NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA

RED OAK MUNI (RDK)

TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA

ROCK RAPIDS MUNI (RRQ)
ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

ROLLA, MO

ROLLA DOWNTOWN (K07)
AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.

NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

SAC CITY, IA

SAC CITY MUNI (SKI)
ORIG 10154 (FAA)

NOTE: **Rwy 18,** trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL. **Rwy 32,** vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. **Rwy 36,** vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT (SET)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)
AMDT 6 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

LAMBERT-ST. LOUIS INTL (STL)
AMDT 1 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24,** 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L,** 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R,** 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction
light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11,** control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L,** multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL.

ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL (CON'T)

Rwy 12R, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/ 672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/ 687' MSL. **Rwy 24,** multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L,** road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3601' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R,** obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48'AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

SPIRIT OF ST. LOUIS (SUS)
ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 700-1 or std. w/ min. climb of 364' per NM to 800.**Rwy 26L,** 400-1¾ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L,** obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R,** antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L,** trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/ 956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)
AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

SIKESTON, MO

SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)

NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA

SIOUX CENTER MUNI (SOY)
AMDT 2 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 174° to 2000 before turning east.

NOTE: **Rwy 18,** trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. **Rwy 36,** trees 934' from DER, 687' left of centerline up to 110' AGL/1559' MSL.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPENCER, IA

SPENCER MUNI (SPW)
ORIG 10154 (FAA)

NOTE: **Rwy 12,** ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL.**Rwy 18,** vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO

SULLIVAN RGNL (UUV)
ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO

GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA

MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 29,** climb heading 288° to 1900 before proceeding on course.

NOTE: **Rwy 11,** tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29,** tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO

TRENTON MUNI (TRX)
ORIG 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA

VINTON VETERANS MEMORIAL AIRPARK (VTI)
AMDT 1 83230 (FAA)

DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO

SKYHAVEN (RCM)
AMDT 1 07130 (FAA)

NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA

WASHINGTON MUNI (AWG)
AMDT 1 10098 (FAA)

NOTE: **Rwy 13,** vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36,** tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)
AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL (ALO)
ORIG 06271 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/ 995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/ 1004' MSL.

WAVERLY, IA

WAVERLY MUNI (C25)
ORIG 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environment.

NOTE: **Rwy 14,** trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32,** vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO

WEST PLAINS MUNI (UNO)
ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/ 1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)
AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1700 before turning.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY (3Y3)
AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

APP CRS		
358°	Rwy ldg	3002
	TDZE	1434
	Apt Elev	1434

GPS RWY 36

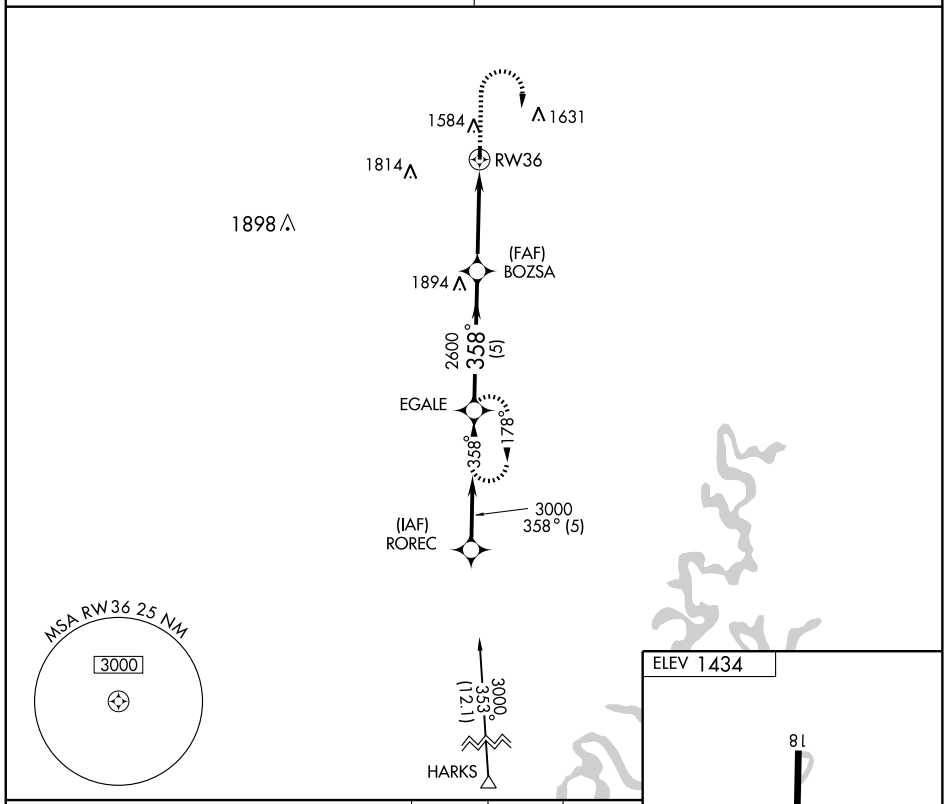
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

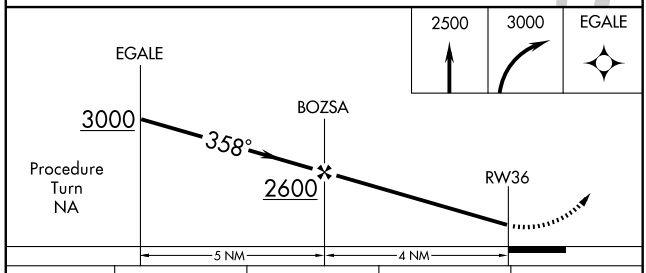
Use Springfield altimeter setting.

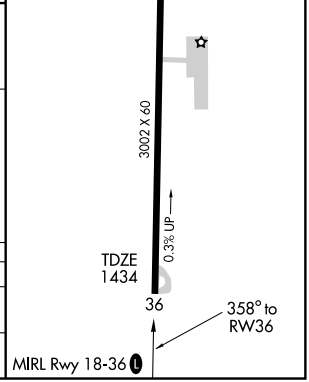
NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGALE WP and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	2000-1 566 (600-1)		2000-1½ 566 (600-1½)	NA
CIRCLING	2020-1 586 (600-1)		2020-1½ 586 (600-1½)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

VORTAC SGF 116.9 Chan 116	APP CRS 211°	Rwy ldg NA TDZE NA Apt Elev 1434

VOR/DME-A

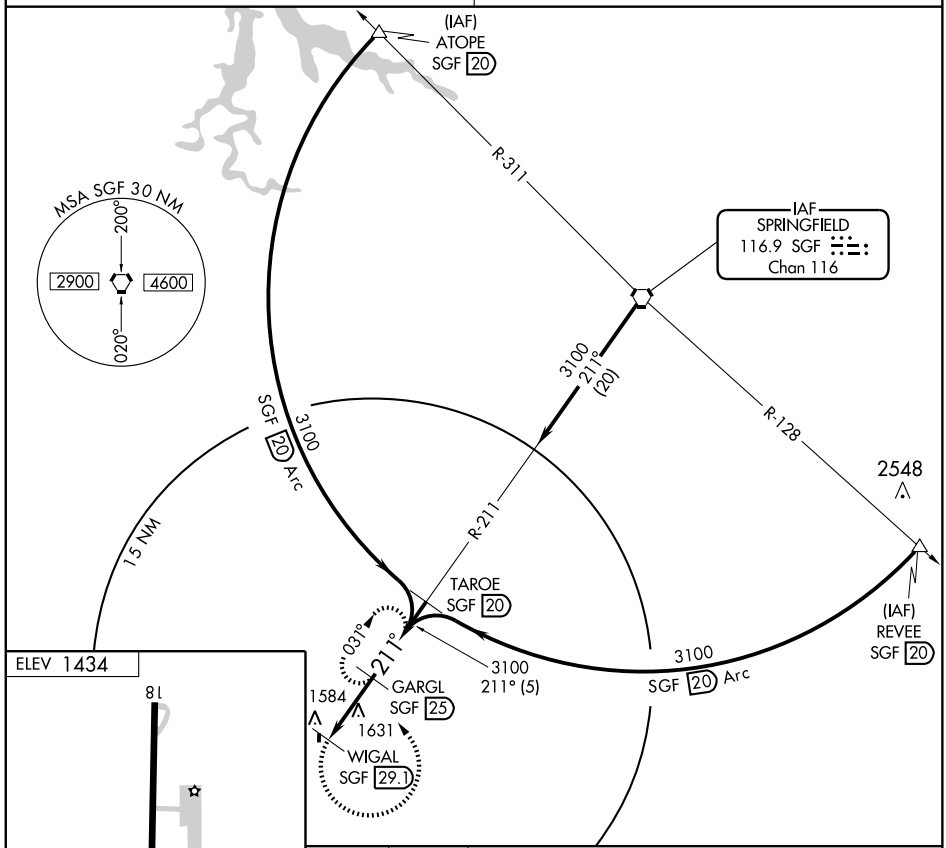
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

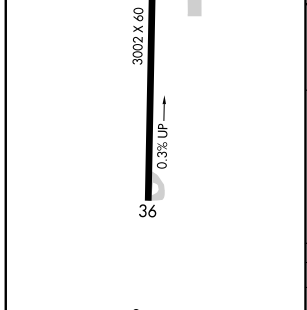
Use Springfield altimeter setting.

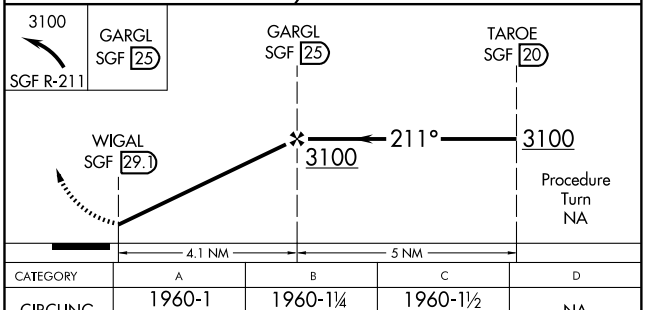
NA

MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	122.8 (CTAF) L







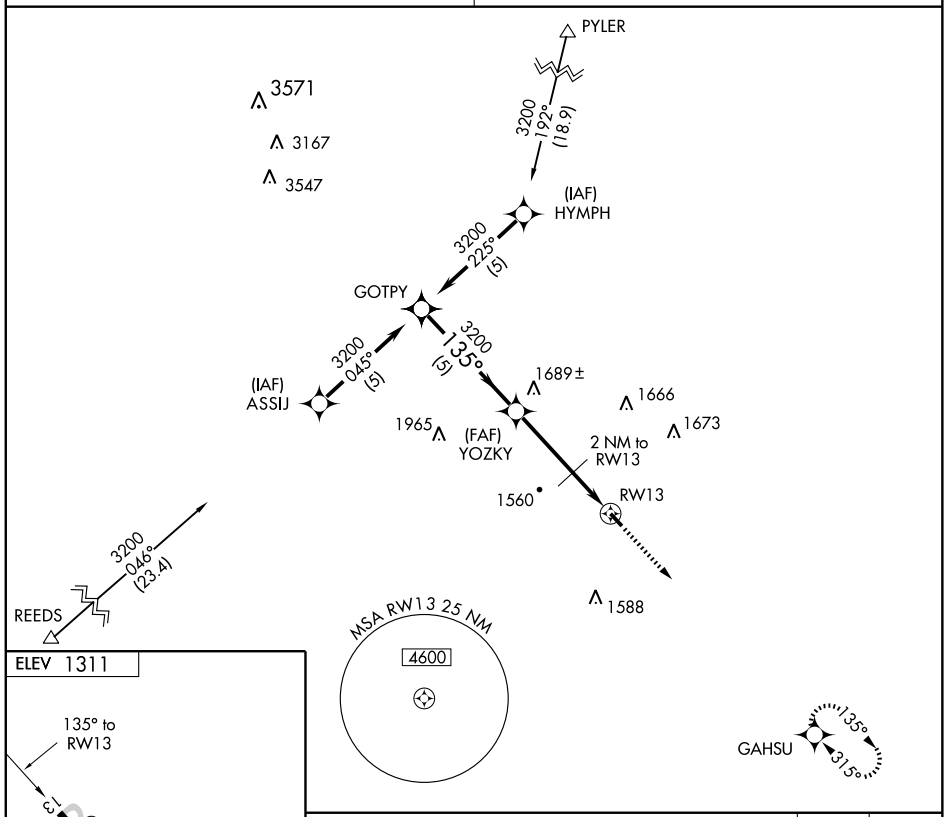
CATEGORY	A	B	C	D
CIRCLING	1960-1 526 (600-1)	1960-1¼ 526 (600-1¼)	1960-1½ 526 (600-1½)	NA

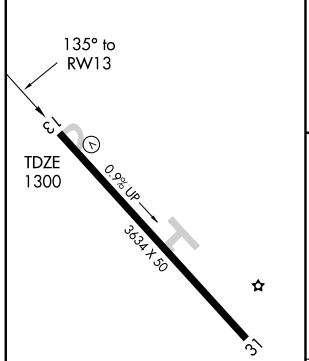
MIRL Rwy 18-36 L

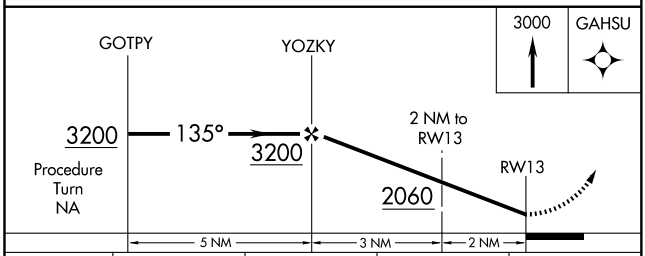
APP CRS	Rwy ldg	3634
135°	TDZE	1300
	Apt Elev	1311

GPS RWY 13
AVA BILL MARTIN MEMORIAL (AOV)

NA Use Springfield altimeter setting.	MISSED APPROACH: Climb to 3000 direct GAHSU WP and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L







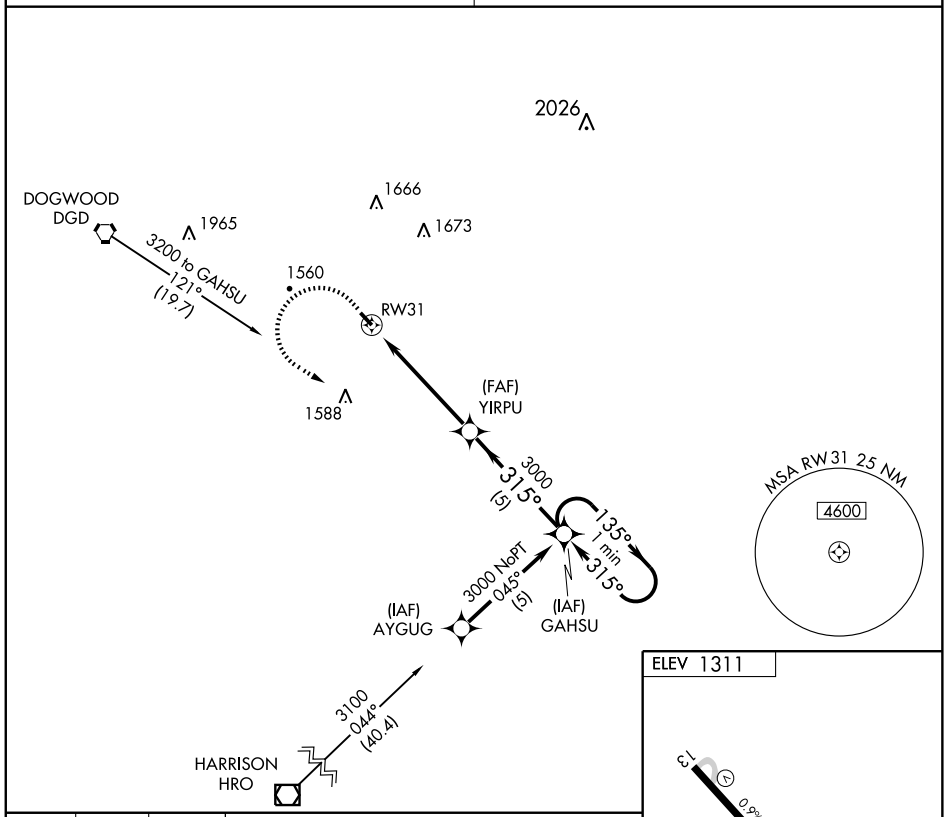
CATEGORY	A	B	C	D
S-13	1780-1 480 (500-1)		NA	
CIRCLING	1980-1 669 (700-1)		NA	

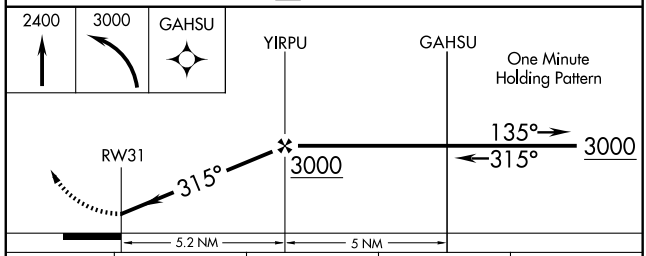
MIRL Rwy 13-31 L

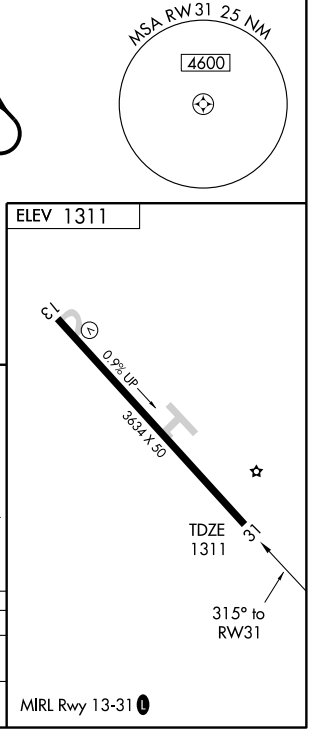
APP CRS	Rwy ldg	3634
315°	TDZE	1311
	Apt Elev	1311

GPS RWY 31
AVA BILL MARTIN MEMORIAL (AOV)

NA Use Springfield altimeter setting.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct GAHSU WP and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L







CATEGORY	A	B	C	D
S-31	1940-1 629 (700-1)		NA	
CIRCLING	1980-1 669 (700-1)		NA	

NDB AOV	APP CRS	Rwy ldg	3634
341	323°	TDZE	1311
		Apt Elev	1311

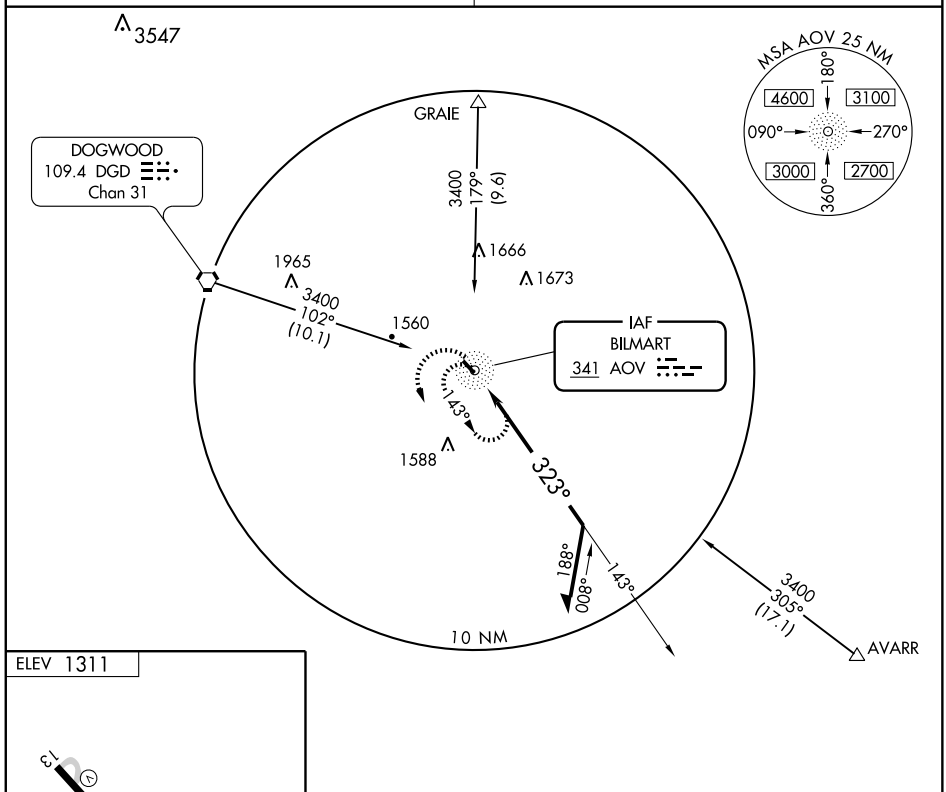
NDB RWY 31
AVA BILL MARTIN MEMORIAL (AOV)

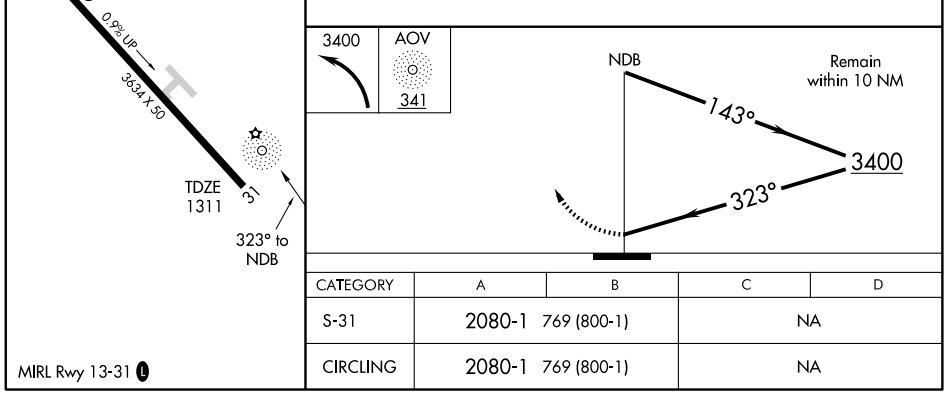
NA Use Springfield altimeter setting.

MISSED APPROACH: Climbing left turn to 3400 in AOV NDB holding pattern.

SPRINGFIELD APP CON
126.35

UNICOM
122.7 (CTAF) L





CATEGORY	A	B	C	D
S-31	2080-1	769 (800-1)	NA	
CIRCLING	2080-1	769 (800-1)	NA	

MIRL Rwy 13-31 L

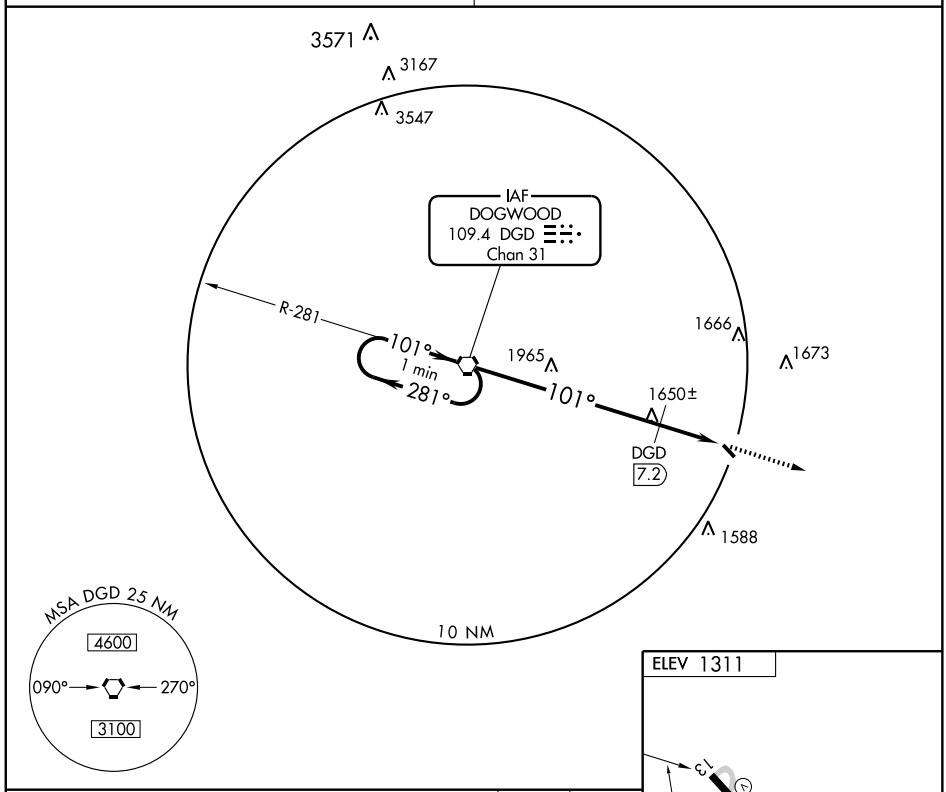
NC-3, 03 JUN 2010 to 01 JUL 2010

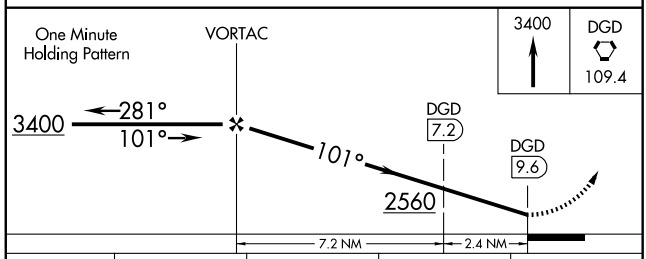
VORTAC DGD 109.4 Chan 31	APP CRS 101°	Rwy ldg N/A TDZE N/A Apt Elev 1311

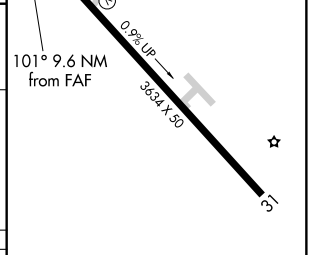
VOR-A

AVA BILL MARTIN MEMORIAL (AOV)

▲ NA Use Springfield altimeter setting.	MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L







MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	2560-1¼ 1249 (1300-1¼)	2560-1½ 1249 (1300-1½)	NA	
DME MINIMUMS				
CIRCLING	2000-1 689 (700-1)		NA	

FAF to MAP 9.6 NM

Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4000
179°	TDZE	1092
	Apt Elev	1092

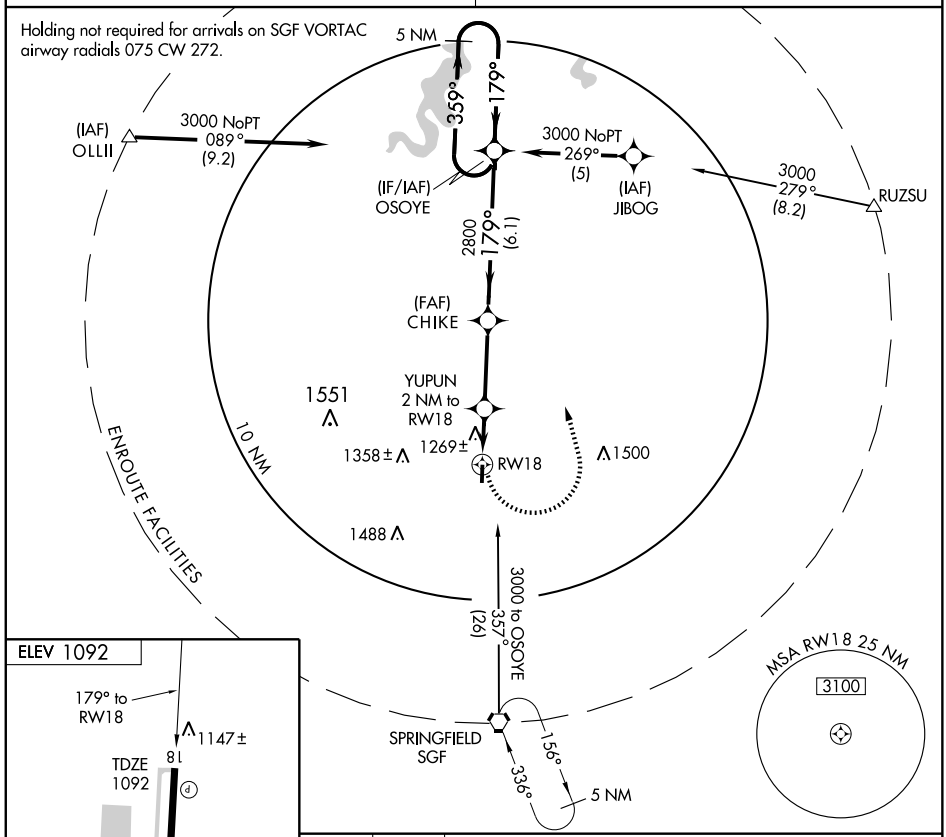
RNAV (GPS) RWY 18
BOLIVAR MUNI (M17)

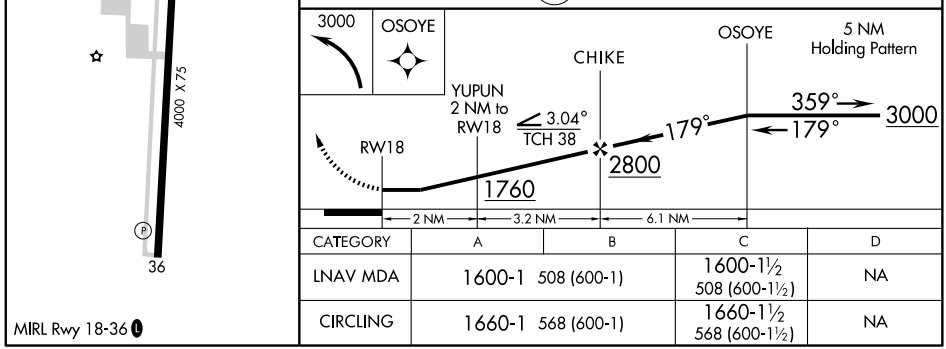
T
A NA

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1 508 (600-1)		1600-1½ 508 (600-1½)	NA
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	NA

MIRL Rwy 18-36 L

WAAS CH 78303 W36A	APP CRS 359°	Rwy ldg 4000 TDZE 1092 Apt Elev 1092

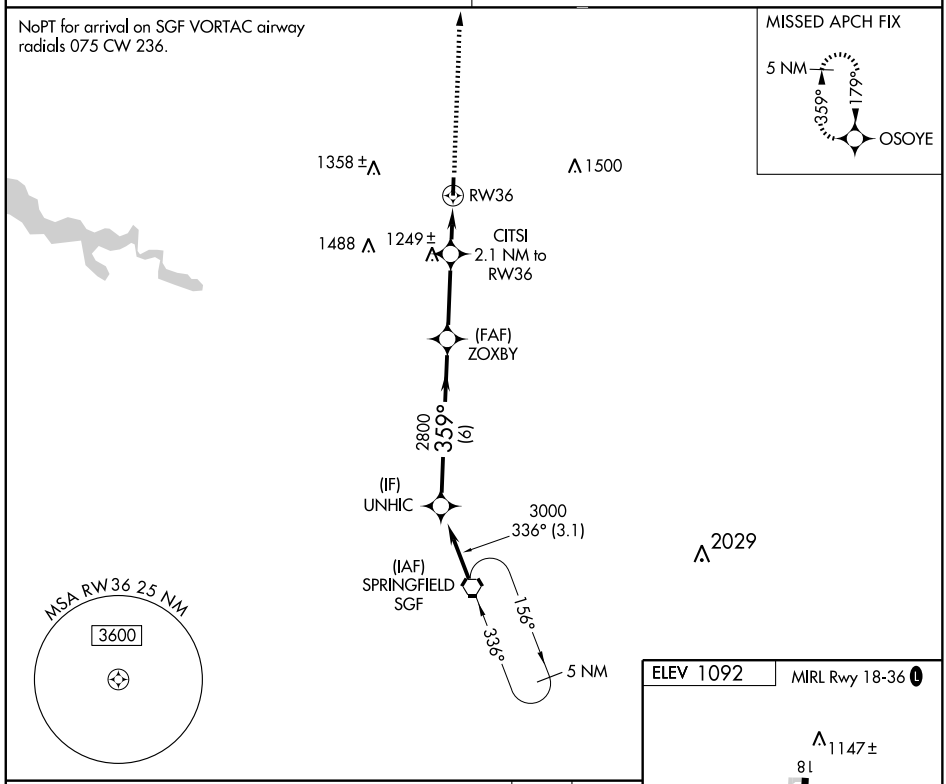
RNAV (GPS) RWY 36
BOLIVAR MUNI (M17)

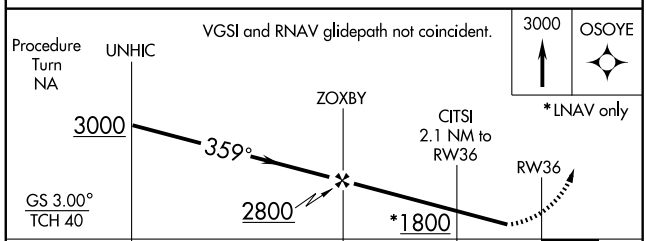
DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON
124.95 318.2

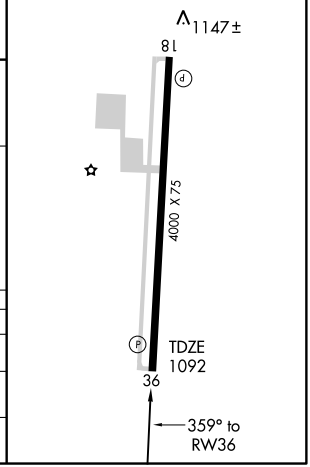
UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1448-1¼ 356 (400-1¼)			NA
LNAV MDA	1580-1 488 (500-1)		1580-1¼ 488 (500-1¼)	NA
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	NA

ELEV 1092 MIRL Rwy 18-36 L



VORTAC SGF 116.9 Chan 116	APP CRS 353°	Rwy ldg 4000 TDZE 1092 Apt Elev 1092

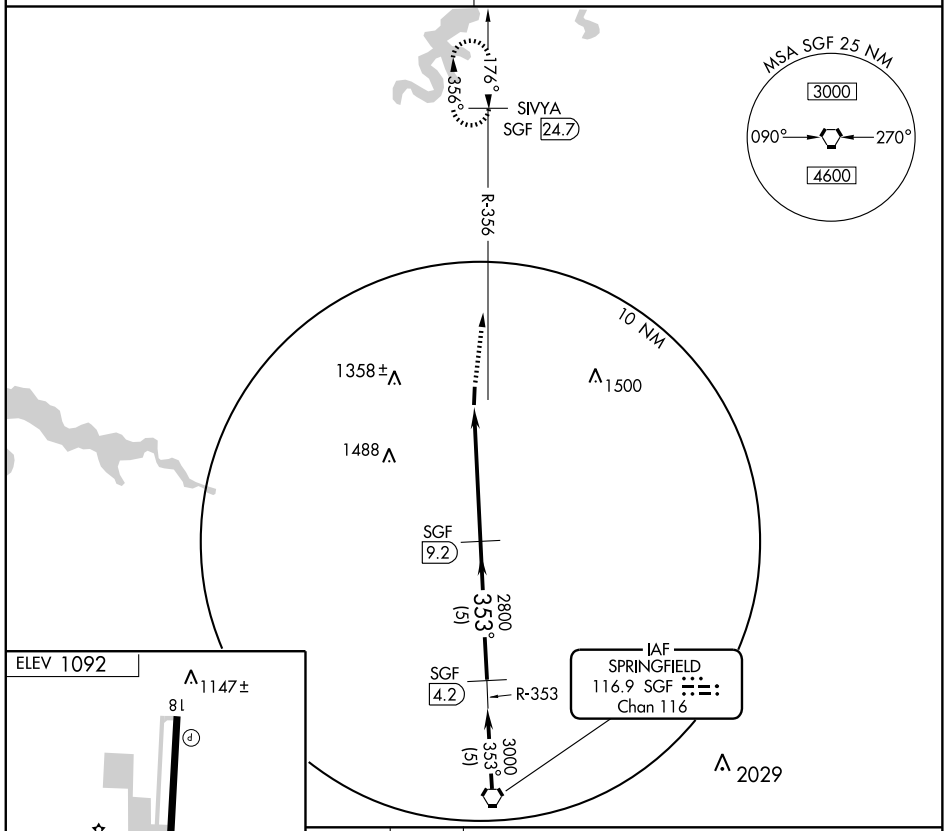
VOR/DME RWY 36

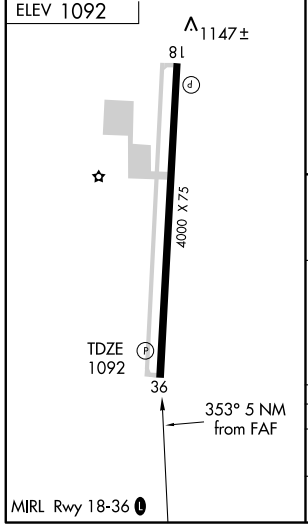
BOLIVAR MUNI (M17)

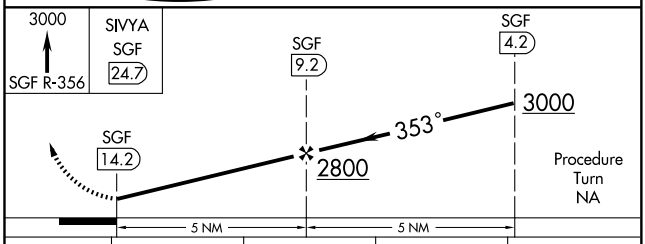
NA Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	1700-1 608 (700-1)		NA	
CIRCLING	1700-1 608 (700-1)		NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

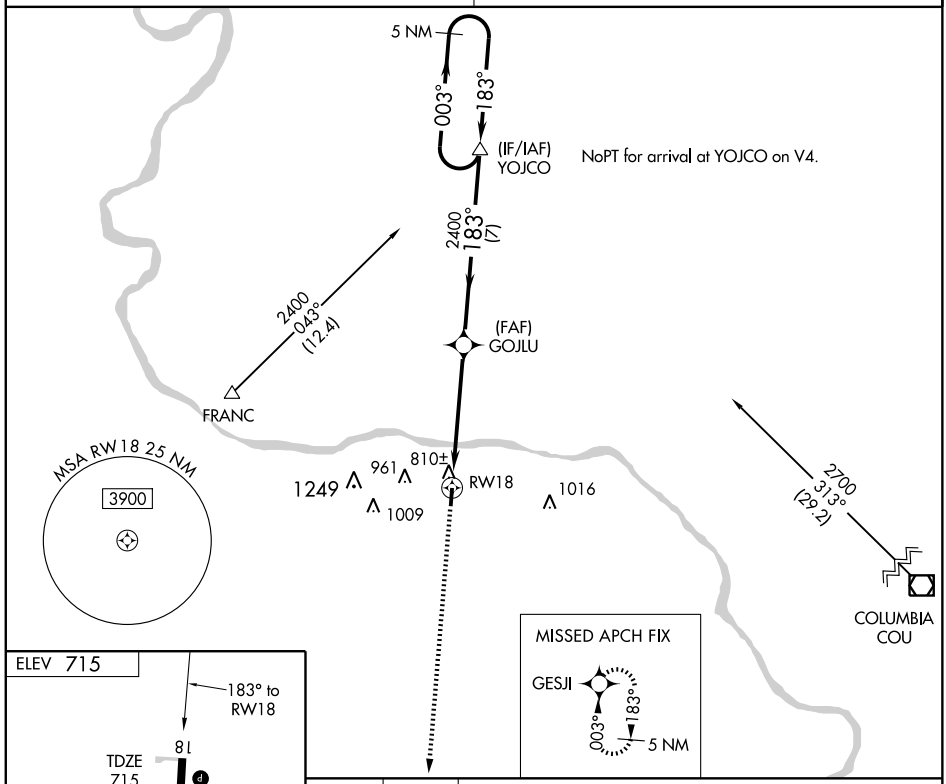
WAAS CH 72703 W18A	APP CRS 183°	Rwy ldg 4000 TDZE 715 Apt Elev 715

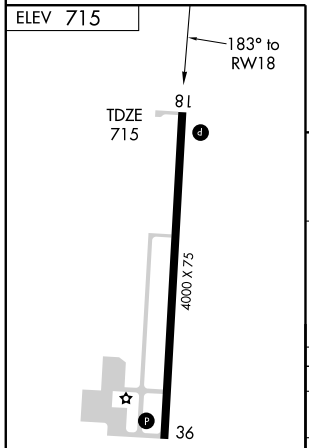
RNAV (GPS) RWY 18
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

NA
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

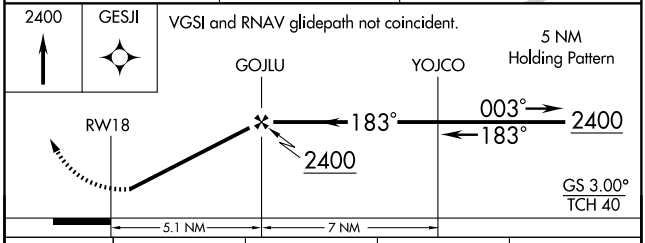
MISSED APPROACH: Climb to 2400 direct GESJI and hold.

MIZZU APP CON	UNICOM
124.375	122.7 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1103-1½ 388 (400-1½)			NA
LNAV MDA	1140-1 425 (500-1)		1140-1¼ 425 (500-1¼)	NA
CIRCLING	1200-1 485 (500-1)		1340-1¾ 625 (700-1¾)	NA

APP CRS	Rwy ldg	4000
003°	TDZE	715
	Apt Elev	715

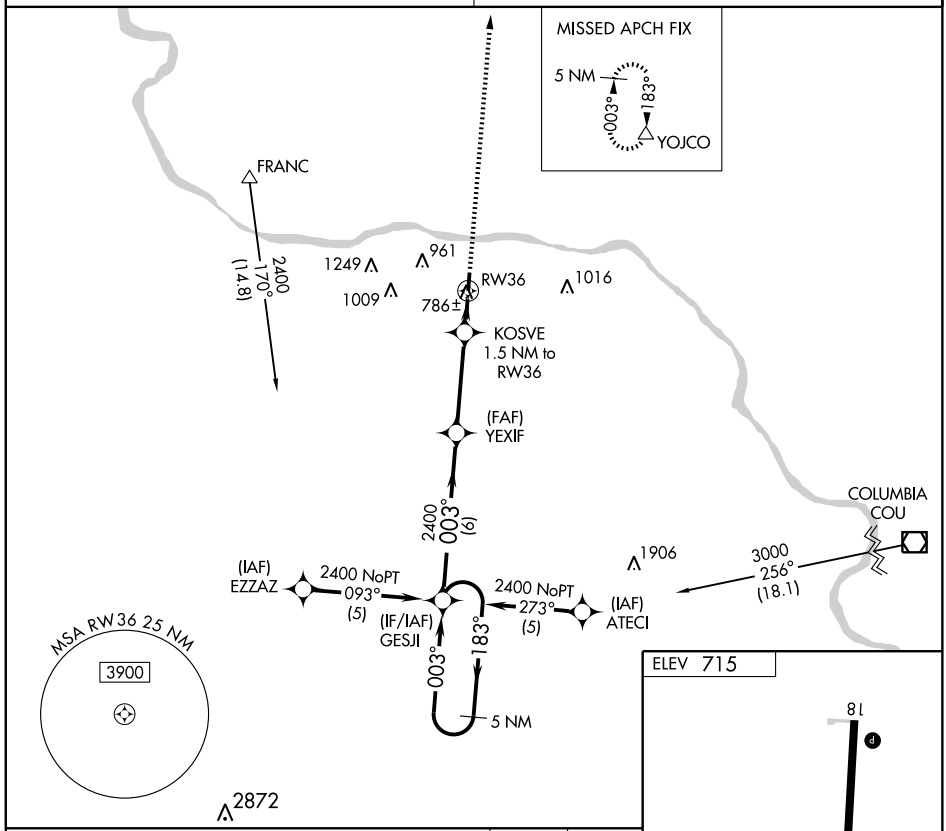
RNAV (GPS) RWY 36

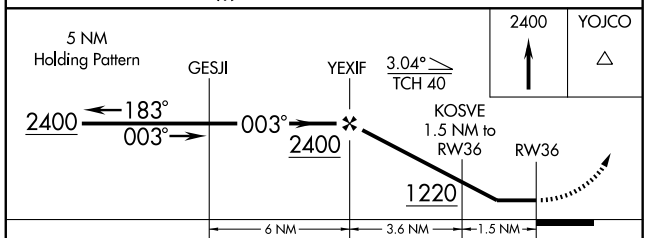
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

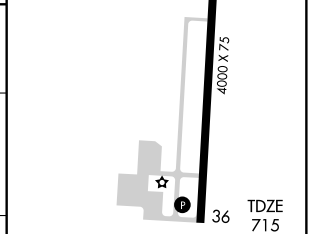
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct YOJCO and hold.

MIZZU APP CON	UNICOM
124.375	122.7 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	1120-1 405 (500-1)		1120-1¼ 405 (500-1¼)	NA
CIRCLING	1200-1 485 (500-1)		1340-1¾ 625 (700-1¾)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

VORTAC HLV	APP CRS	Rwy ldg	N/A
114.2	243°	TDZE	N/A
Chan 89		Apt Elev	715

VOR-A

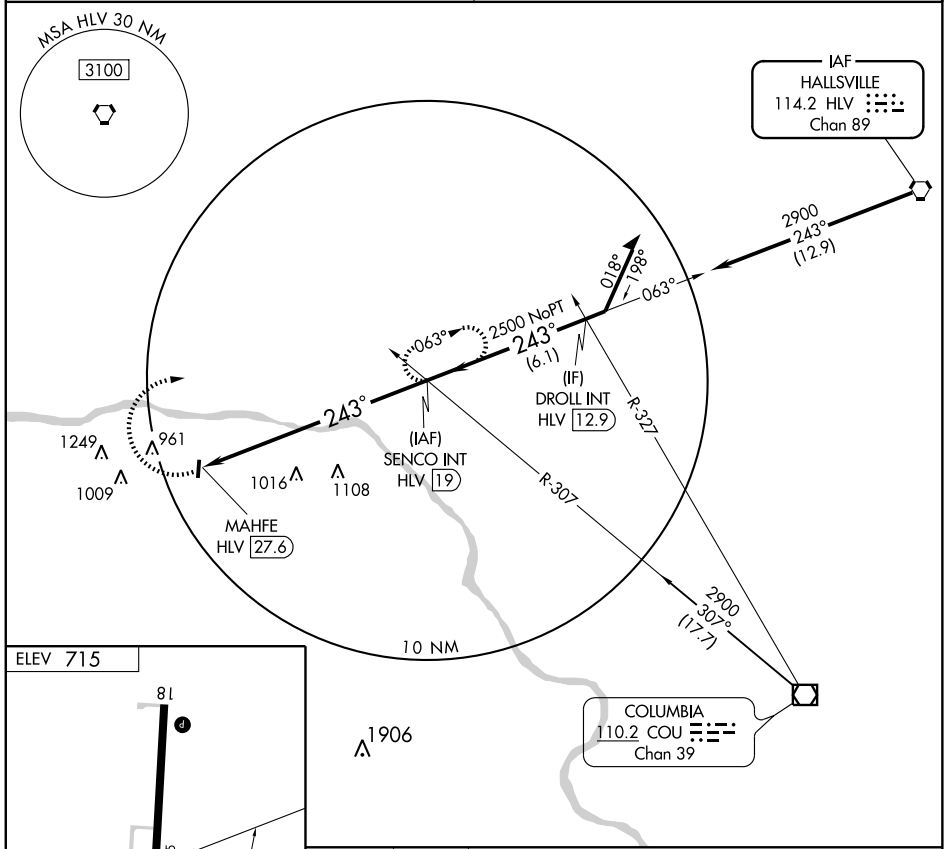
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

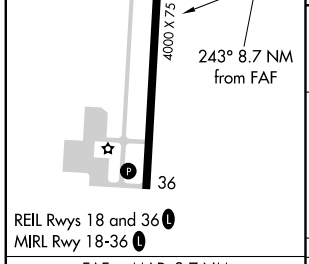
NA

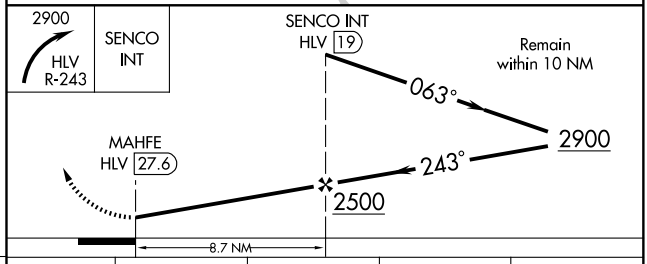
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO Int/HLV 19 DME and hold.

MIZZU APP CON	UNICOM
124.375	122.7 (CTAF) L







FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 1185 (1200-1¼)	1900-1½ 1185 (1200-1½)	1900-3 1185 (1200-3)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3204
133°	TDZE	886
	Apt Elev	886

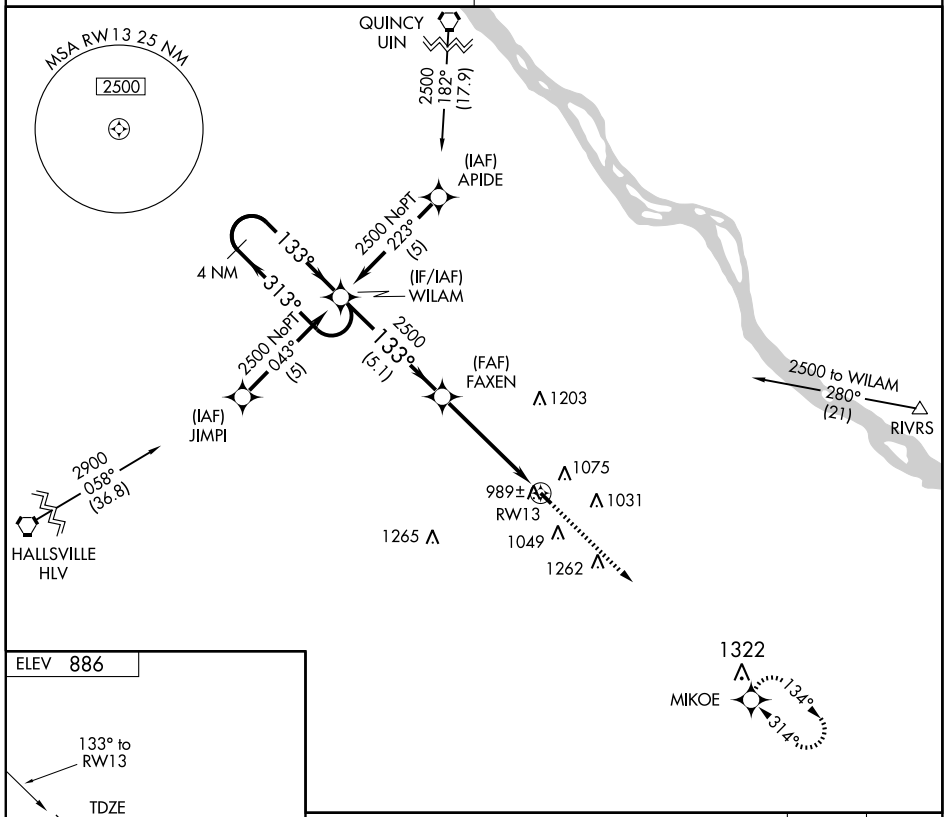
RNAV (GPS) RWY 13
BOWLING GREEN MUNI (H19)

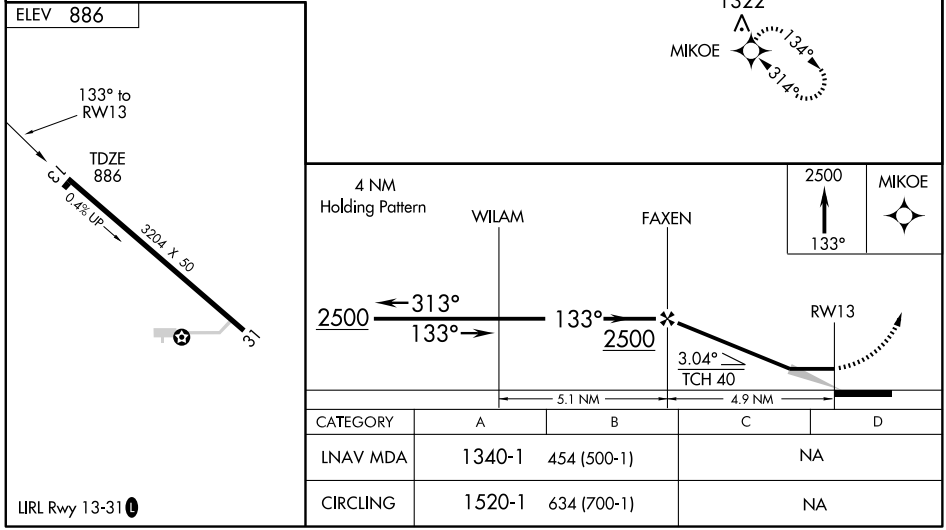
T NA

Use Quincy, IL aitimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1340-1	454 (500-1)	NA	
CIRCLING	1520-1	634 (700-1)	NA	

LIRL Rwy 13-31 L

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3204
314°	TDZE	886
	Apt Elev	886

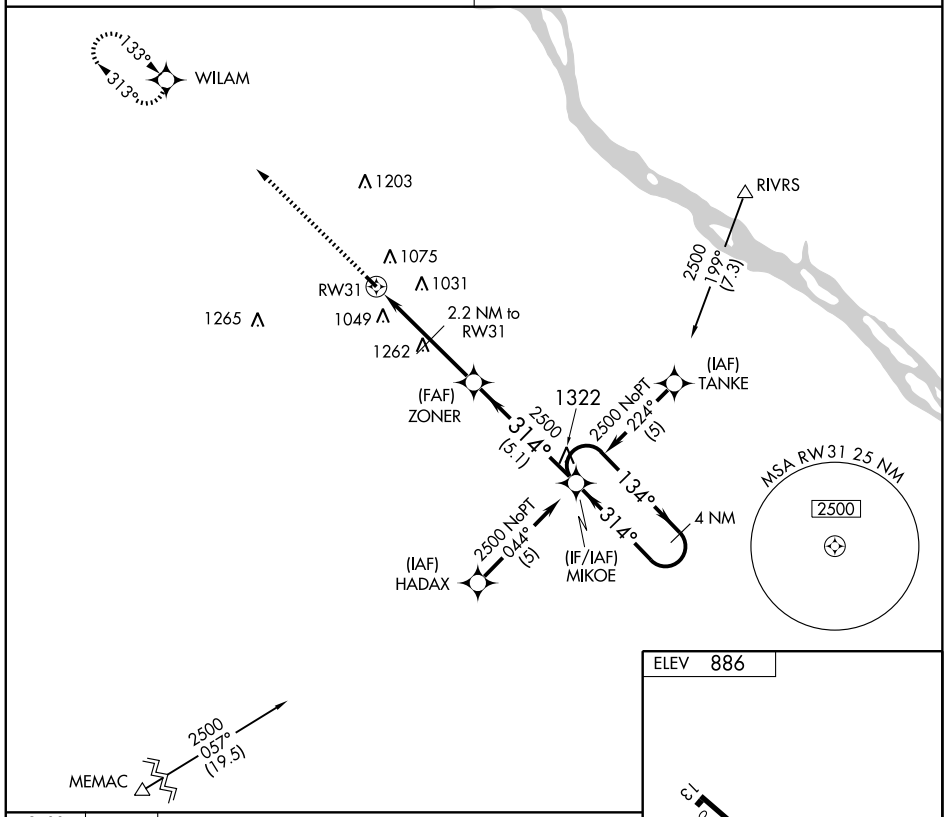
RNAV (GPS) RWY 31
BOWLING GREEN MUNI (H19)

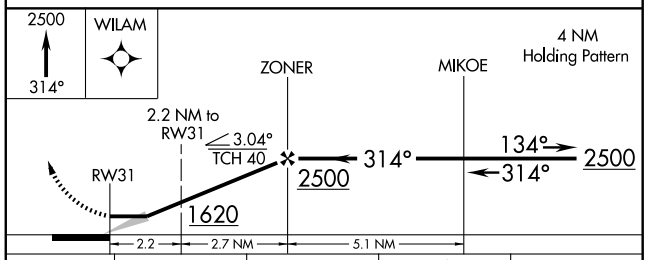
T NA

Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

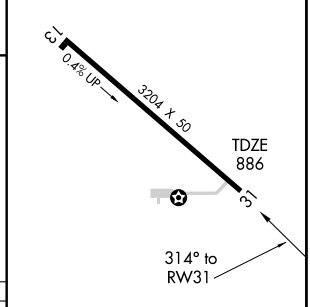
MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-1 574 (600-1)		NA	
CIRCLNG	1520-1 634 (700-1)		NA	



LIRL Rwy 13-31 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC UIN	APP CRS	Rwy ldg	N/A
113.6	169°	TDZE	N/A
Chan 83		Apt Elev	886

VOR/DME-A

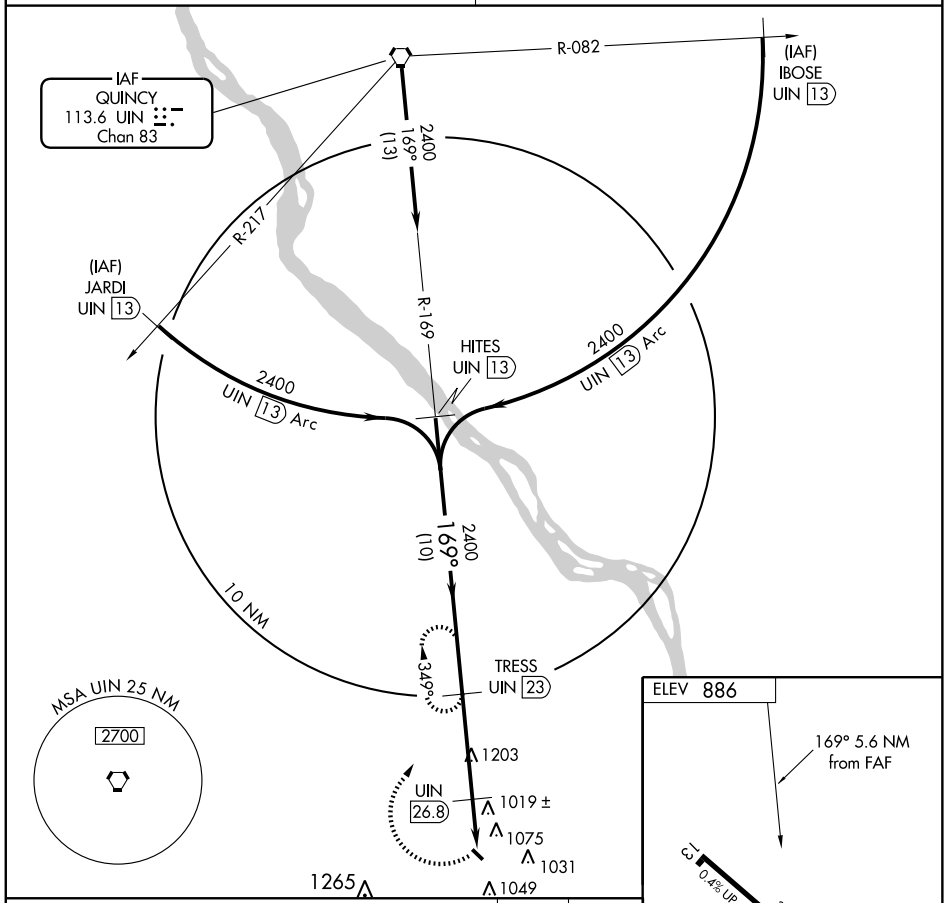
BOWLING GREEN MUNI (H19)

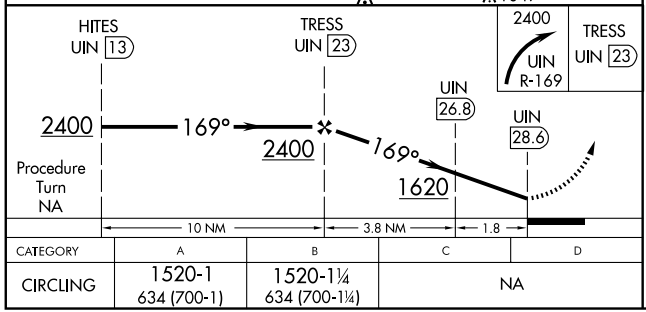
T
A NA

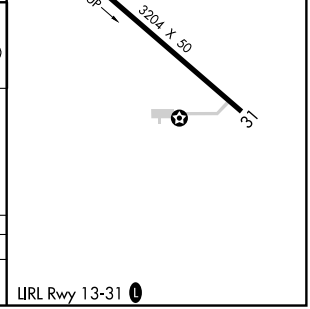
Use Quincy altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)	1520-1¼ 634 (700-1¼)	NA	

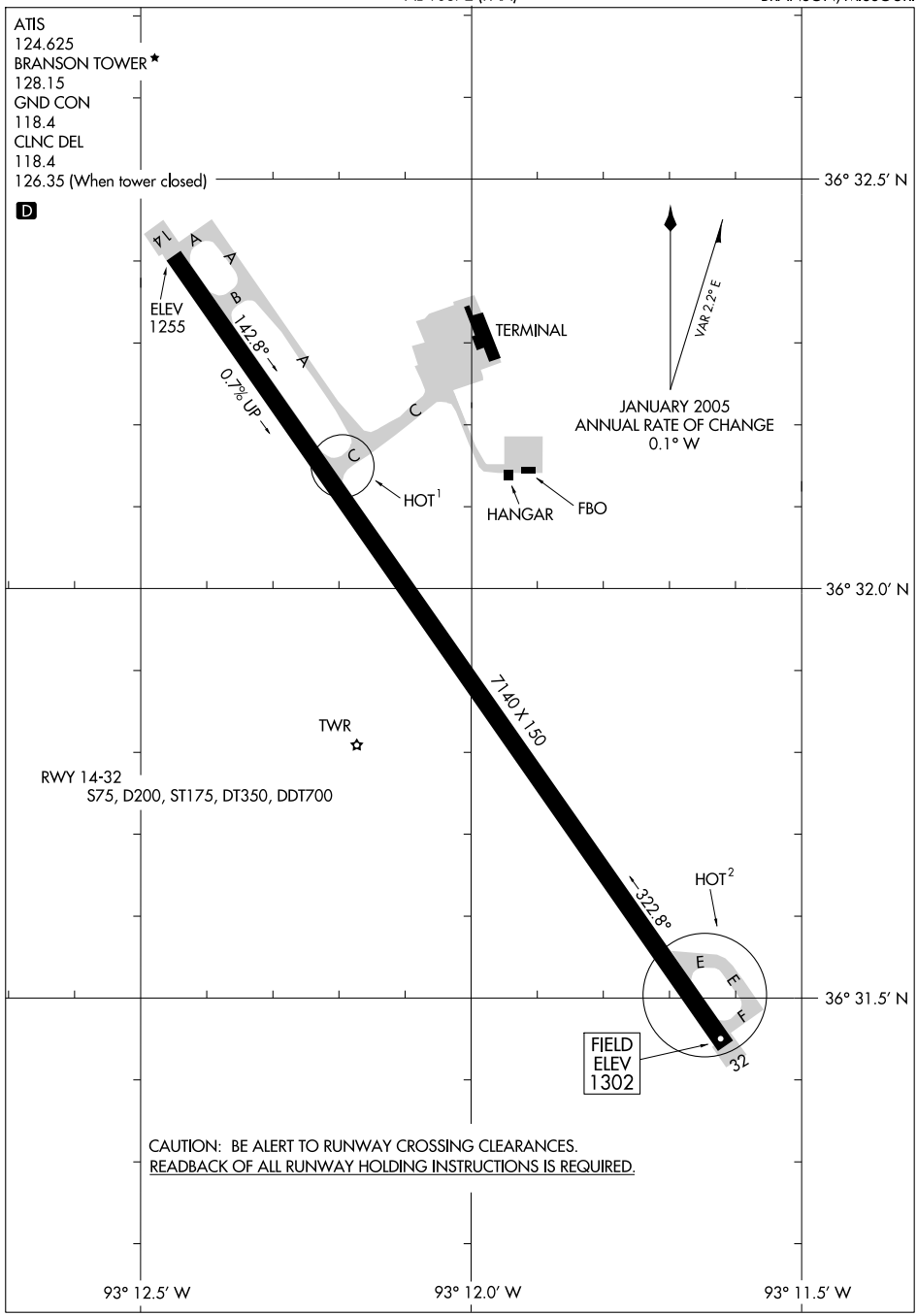
LIRL Rwy 13-31 L

NC-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-10372 (FAA)

BRANSON (BBG)
BRANSON, MISSOURI



ILS or LOC RWY 32
BRANSON (BBG)

LOC/DME I-BBG	APP CRS	Rwy ldg	7140
111.35	323°	TDZE	1302
Chan 50 (Y)		Apt Elev	1303

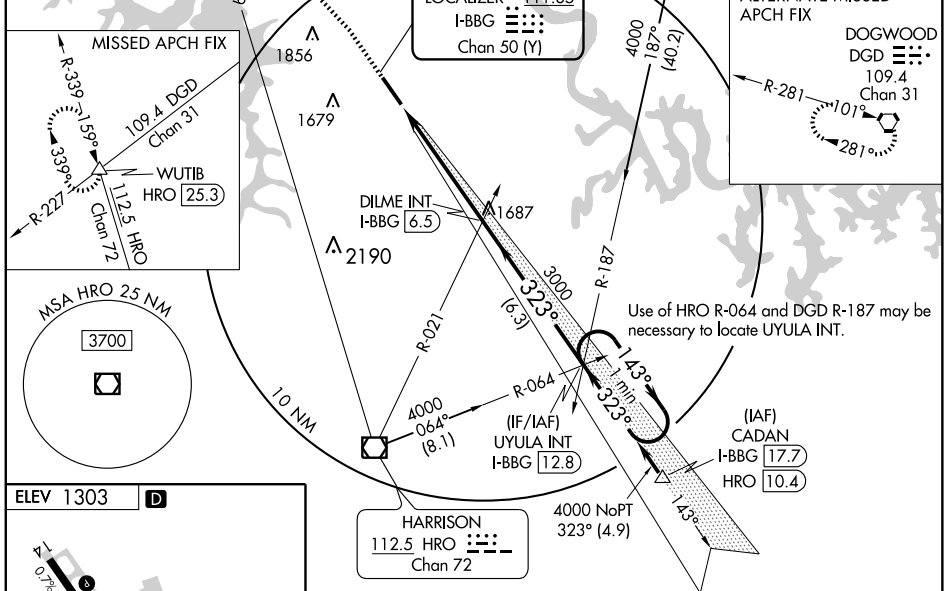
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase Circling Cat D visibility ¼ mile.
VDP NA when using Harrison altimeter setting.

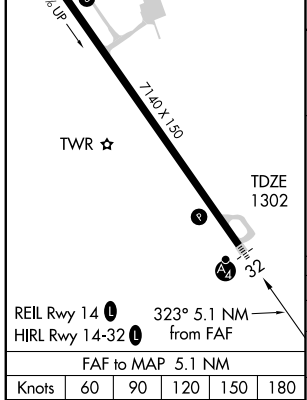
NA

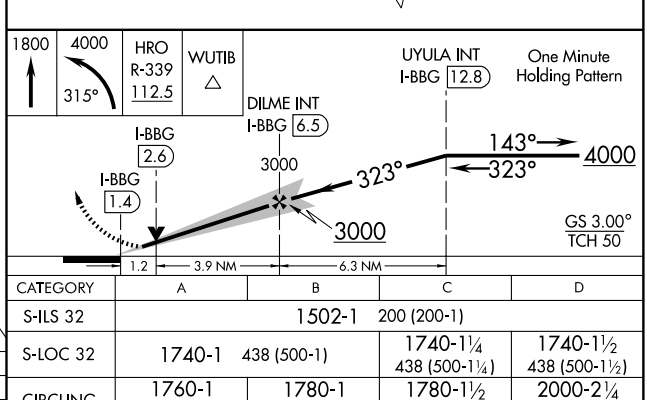
MALSF

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/ HRO 25.3 DME and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER ★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 32	1502-1 200 (200-1)			
S-LOC 32	1740-1 438 (500-1)		1740-1¼ 438 (500-1¼)	1740-1½ 438 (500-1½)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

NC-3, 03 JUN 2010 to 01 JUL 2010

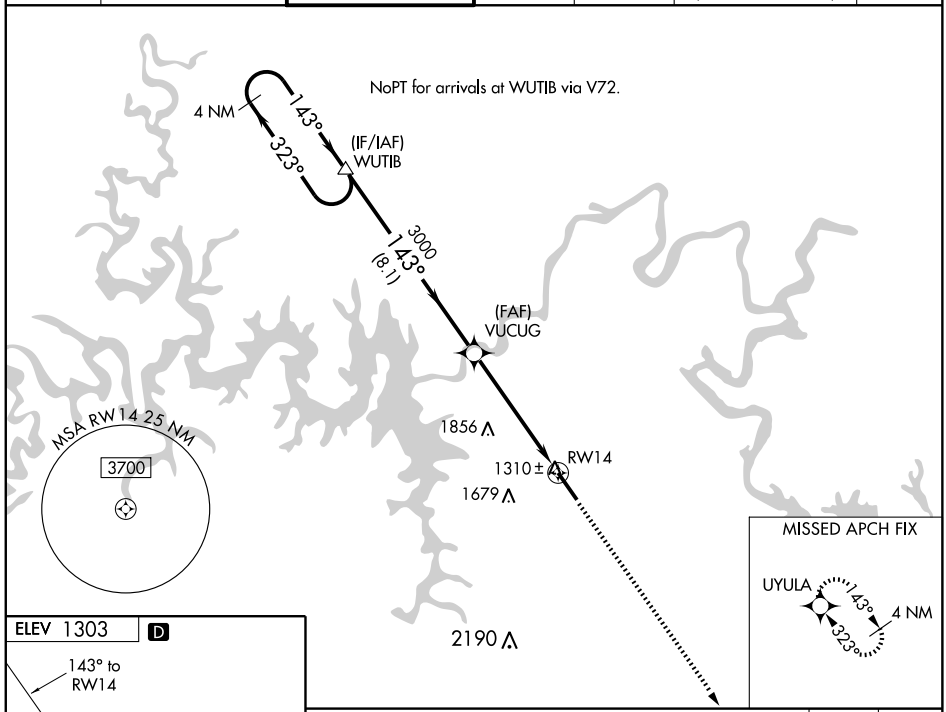
WAAS CH 49111 W14A	APP CRS 143°	Rwy ldg 7140 TDZE 1275 Apt Elev 1303

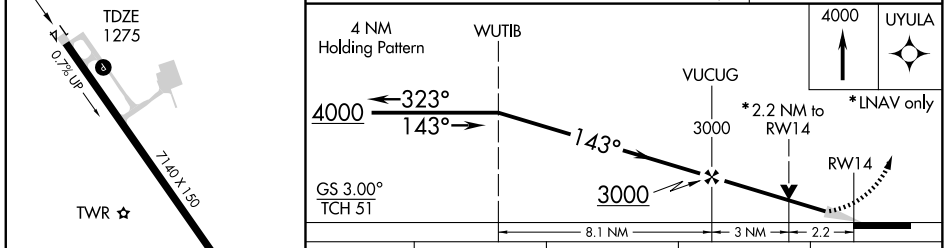
RNAV (GPS) RWY 14
BRANSON (BBG)

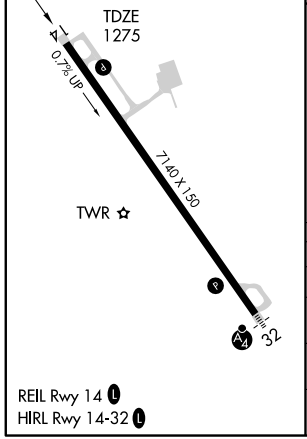
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000 direct UYULA and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER*	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1525-1 250 (300-1)			
LNAV/VNAV DA	1798-2 523 (500-2)			
LNAV MDA	2020-1 745 (800-1)	2020-1¼ 745 (800-1¼)	2020-2¼ 745 (800-2¼)	2020-2½ 745 (800-2½)
CIRCLING	2020-1 717 (800-1)	2020-1¼ 717 (800-1¼)	2020-2¼ 717 (800-2¼)	2020-2½ 717 (800-2½)

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 93911 W32A	APP CRS 323°	Rwy ldg 7140 TDZE 1302 Apt Elev 1303

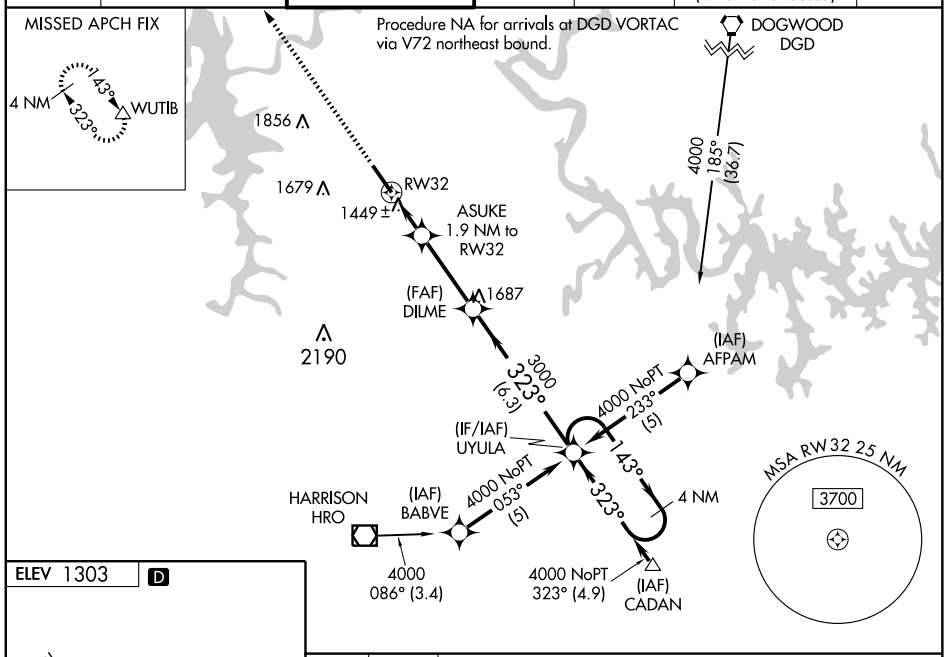
RNAV (GPS) RWY 32
BRANSON (BBG)

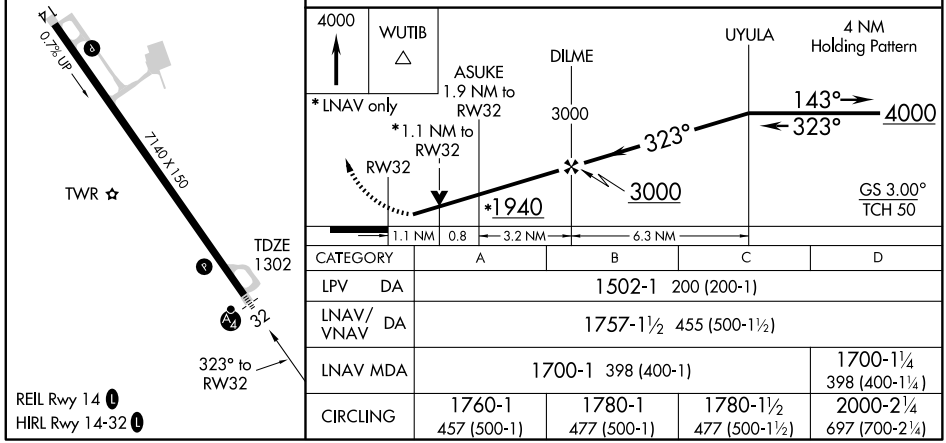
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, and circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

MALSF

MISSED APPROACH: Climb to 4000 direct WUTIB and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER*	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	1502-1 200 (200-1)			
LNAV/VNAV DA	1757-1½ 455 (500-1½)			
LNAV MDA	1700-1 398 (400-1)			1700-1¼ 398 (400-1¼)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 42715 W18A	APP CRS 179°	Rwy ldg 4003 TDZE 843 Apt Elev 843

RNAV (GPS) RWY 18

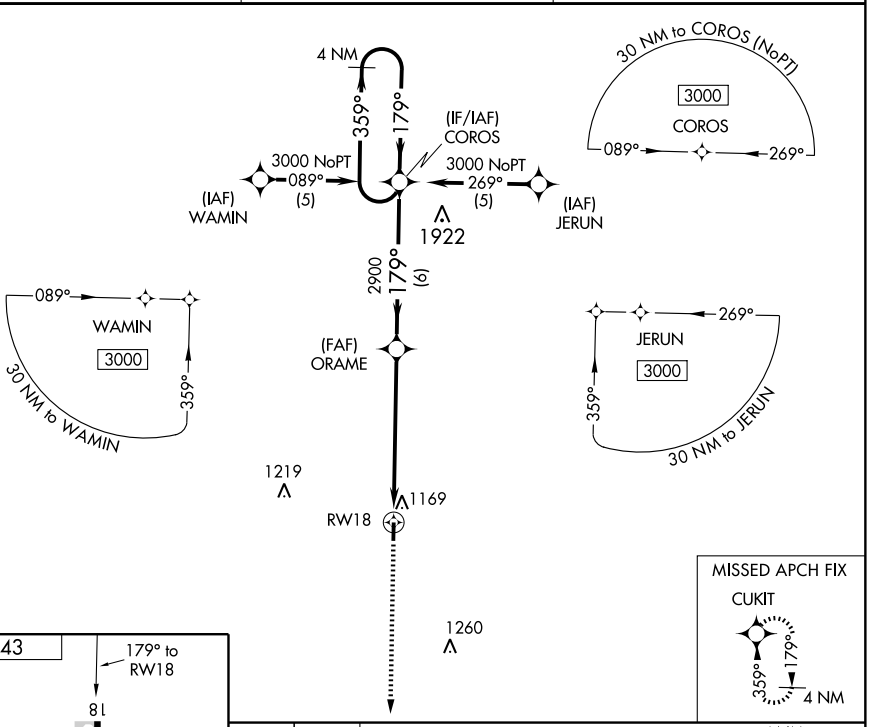
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

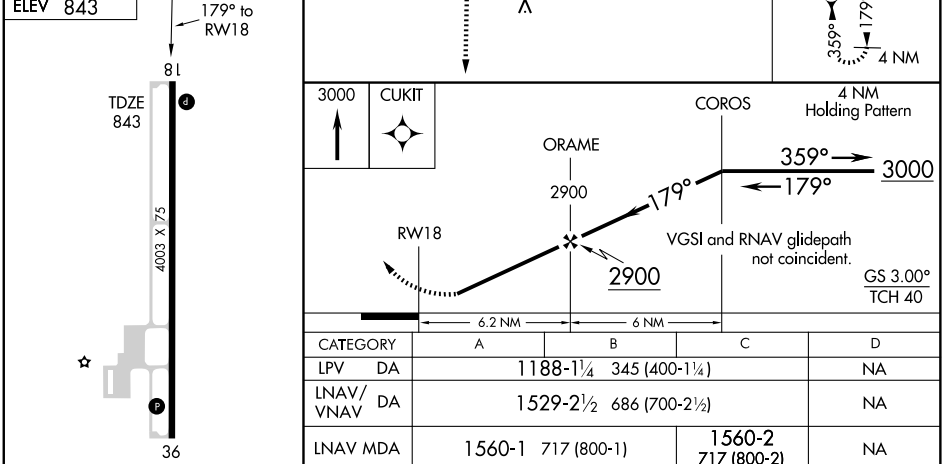
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received, use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet and increase LNAV and circling Cat B/C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CUKIT and hold.

CHILLICOTHE AWOS-3	KANSAS CITY CENTER	CTAF
118.175	125.25 381.5	122.9 L





CATEGORY	A	B	C	D
LPV DA	1188-1¼ 345 (400-1¼)			NA
LNAV/ VNAV DA	1529-2½ 686 (700-2½)			NA
LNAV MDA	1560-1 717 (800-1)		1560-2 717 (800-2)	NA
CIRCLING	1560-1 717 (800-1)		1560-2 717 (800-2)	NA

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 93715 W36A	APP CRS 359°	Rwy ldg 4003 TDZE 835 Apt Elev 843

RNAV (GPS) RWY 36

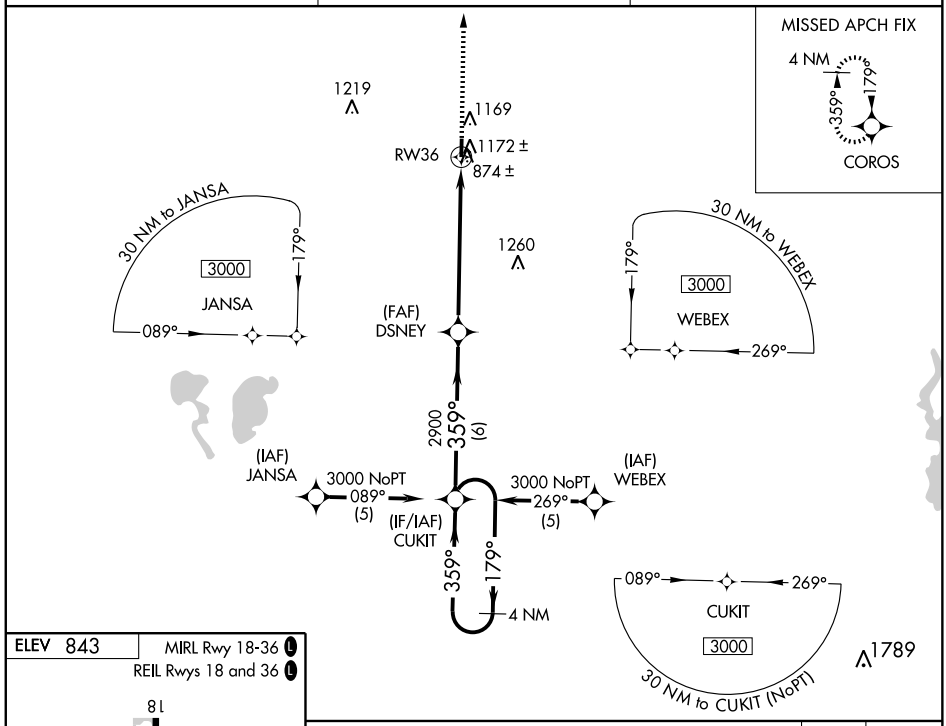
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (M08)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COROS and hold.

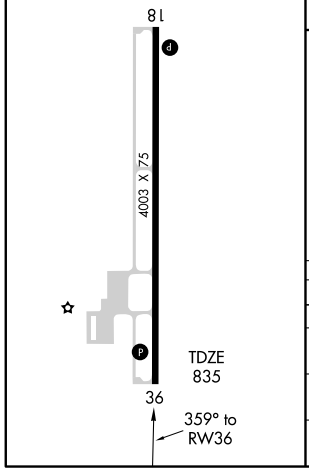
CHILLICOTHE AWOS-3	KANSAS CITY CENTER	CTAF
118.175	125.25 381.5	122.9 L

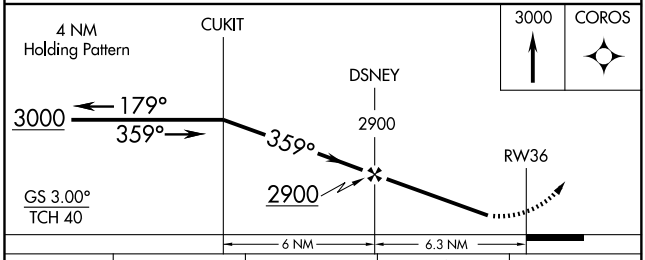


ELEV 843

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L





CATEGORY	A	B	C	D
LPV DA	1238-1½ 403 (400-1½)			NA
LNAV/VNAV DA	1315-1¾ 480 (500-1¾)			NA
LNAV MDA	1500-1 665 (700-1)		1500-1¾ 665 (700-1¾)	NA
CIRCLING	1540-1 697 (700-1)		1540-2 697 (700-2)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4000
178°	TDZE	888
	Apt Elev	892

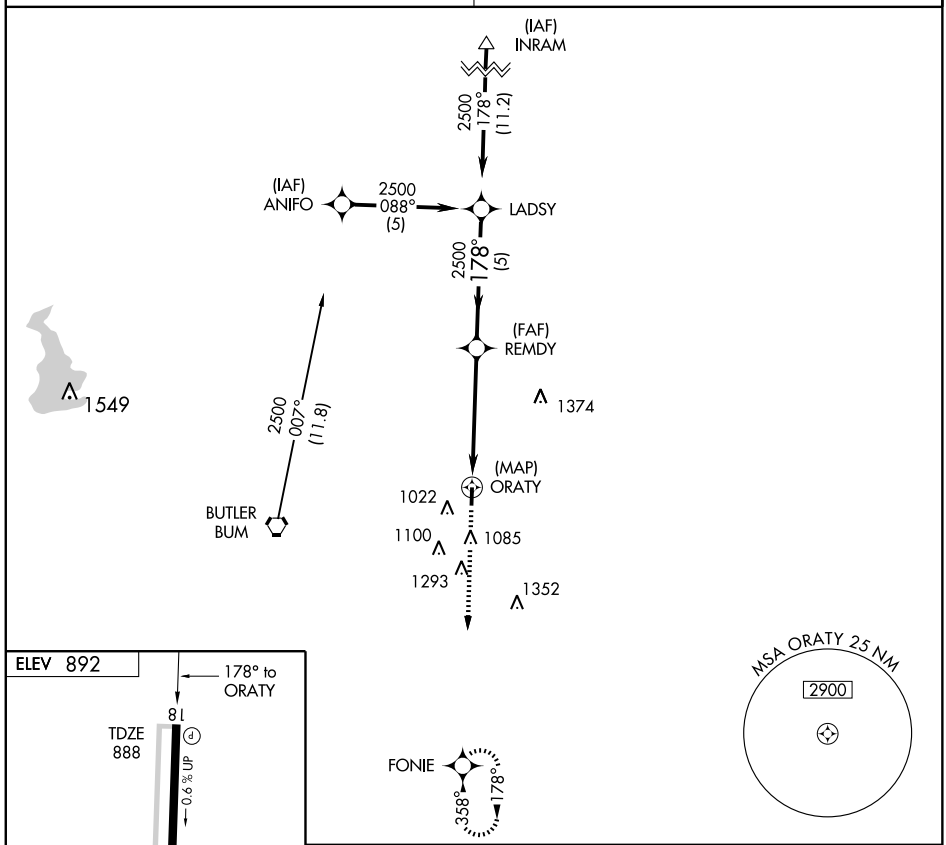
GPS RWY 18
BUTLER MEMORIAL (BUM)

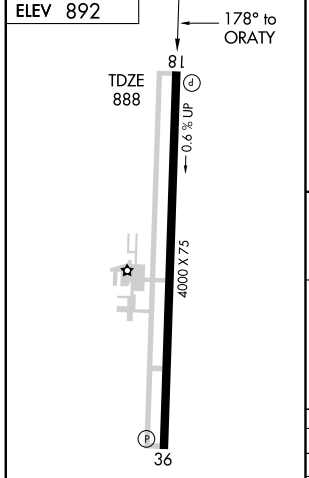
NA

Use Charles B.Wheeler Downtown altimeter setting.

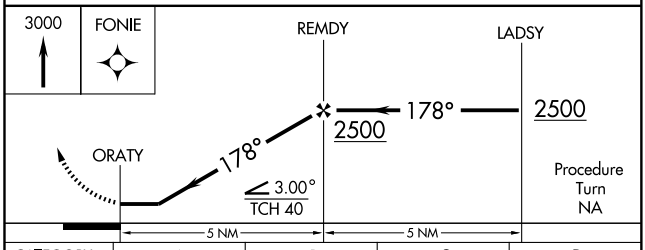
MISSED APPROACH: Climb to 3000 direct FONIE WP and hold.

KANSAS CITY CENTER	CTAF
125.55 327.0	122.9





MIRL Rwy 18-36



CATEGORY	A	B	C	D
S-18	1400-1	512 (600-1)	NA	
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy ldg N/A TDZE N/A Apt Elev 892

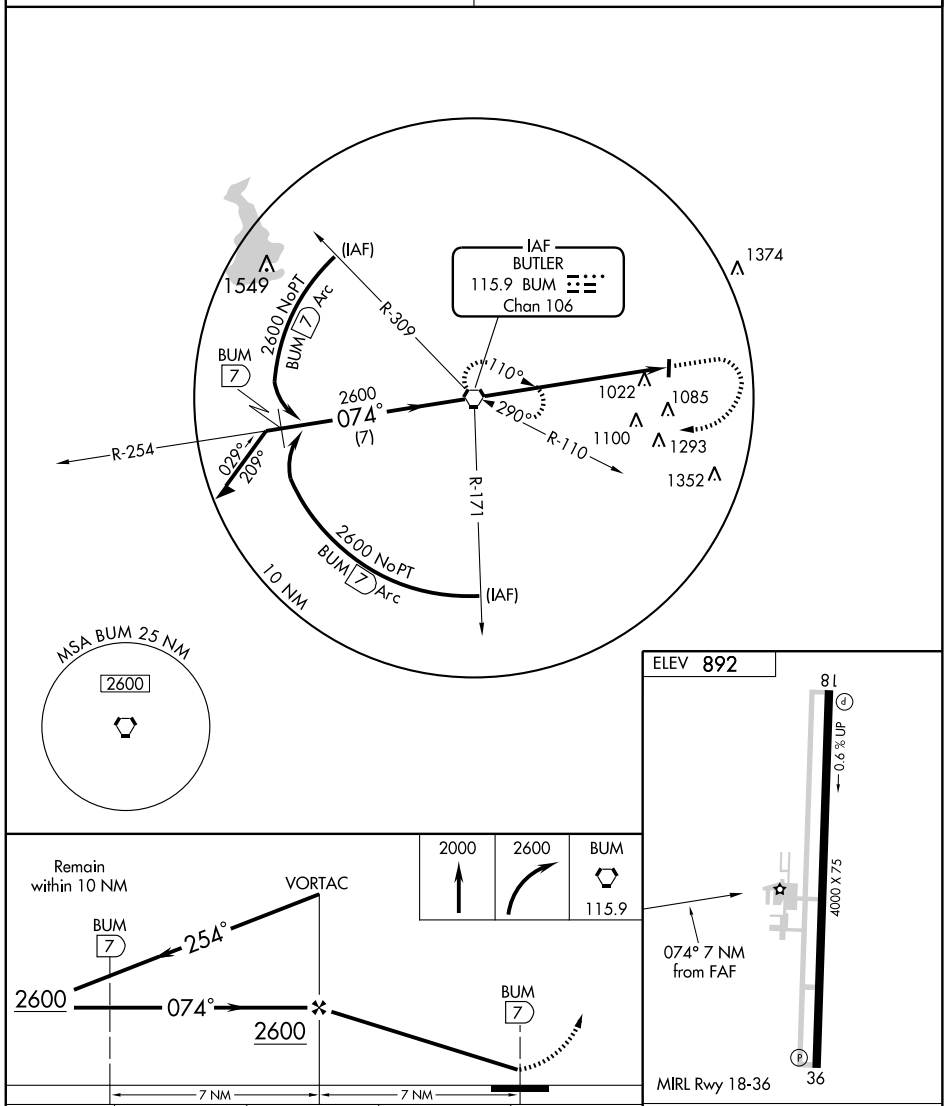
VOR-A
BUTLER MEMORIAL (BUM)

NA

Use Charles B.Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.

KANSAS CITY CENTER	CTAF
125.55 327.0	122.9



CATEGORY	A	B	C	D
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3002
210°	TDZE	1220
	Apt Elev	1220

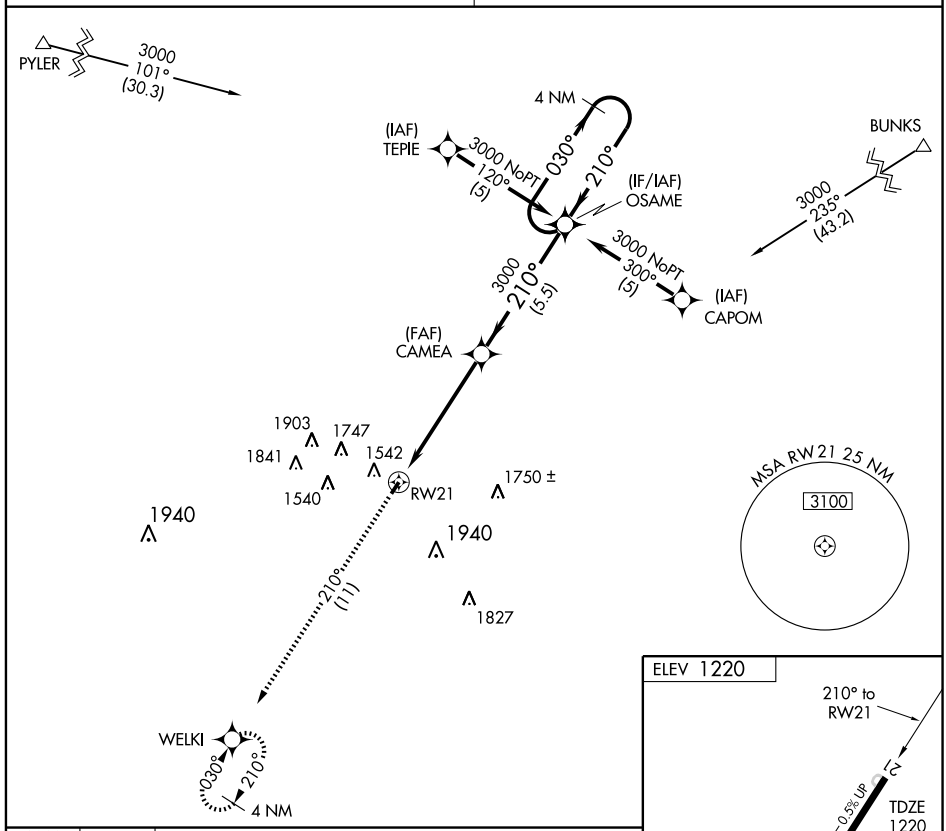
RNAV (GPS) RWY 21
CABOOL MEMORIAL (TVB)

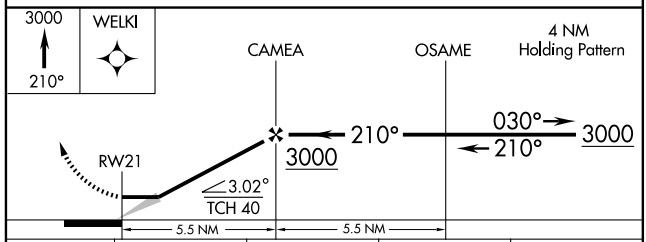
Use West Plains Muni altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

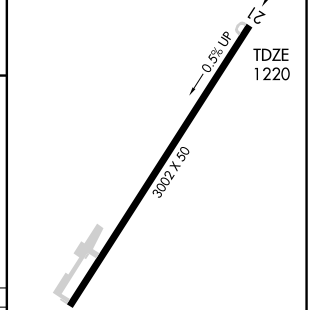
MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

KANSAS CITY CENTER
128.35 284.67

CTAF
122.9 L







MIRL Rwy 3-21 L

CATEGORY	A	B	C	D
LNAV MDA	1780-1 560 (600-1)		1780-1½ 560 (600-1½)	NA
CIRCLING	1920-1 700 (700-1)	1940-1 720 (800-1)	1960-2 740 (800-2)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

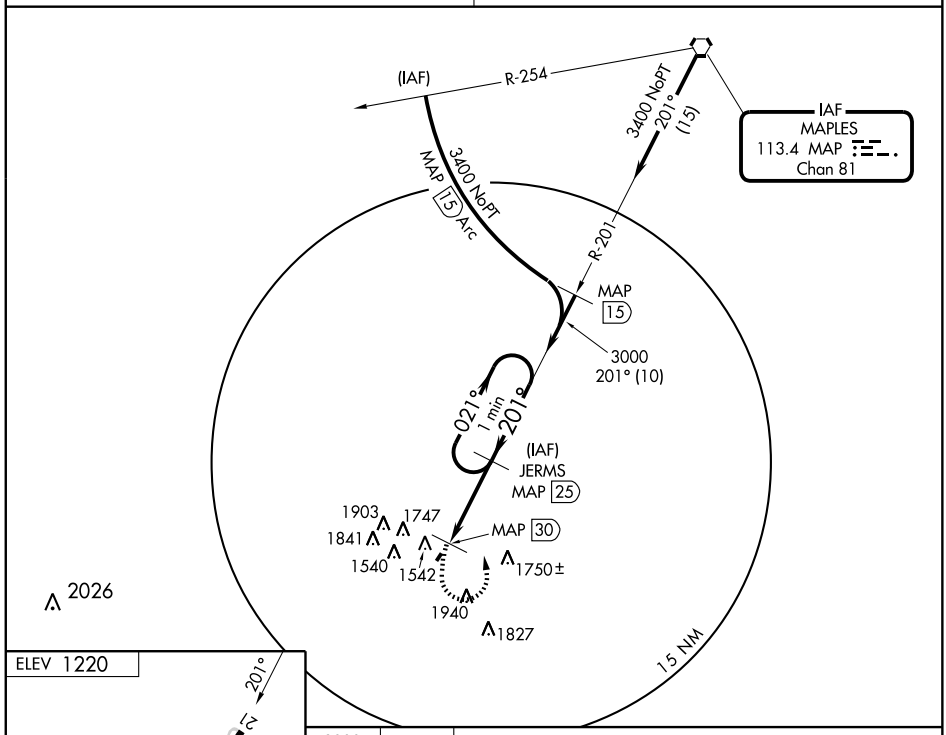
VORTAC MAP	APP CRS	Rwy ldg	3002
113.4	201°	TDZE	1217
Chan 81		Apt Elev	1220

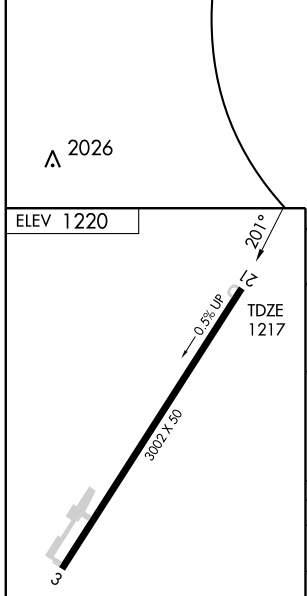
VOR/DME RWY 21
CABOOL MEMORIAL (TVB)

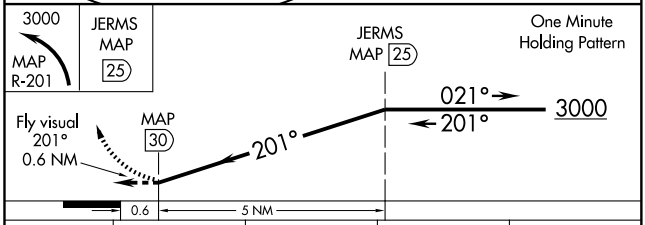
NA Use Ft. Leonard Wood, Forney AAF altimeter setting; if not received use Springfield altimeter setting. Fly visual to airport.

MISSED APPROACH: Climbing left turn to 3000 via MAP R-201 to JERMS 25 DME and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L







CATEGORY	A	B	C	D
S-21	2160-1¼ 943 (1000-1¼)		2160-2¾ 943 (1000-2¾)	NA
CIRCLING	2160-1¼ 943 (1000-1¼)		2160-2¾ 943 (1000-2¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-21	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA
CIRCLING	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA

MIRL Rwy 3-21 L

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4000
332°	TDZE	1062
	Apt Elev	1062

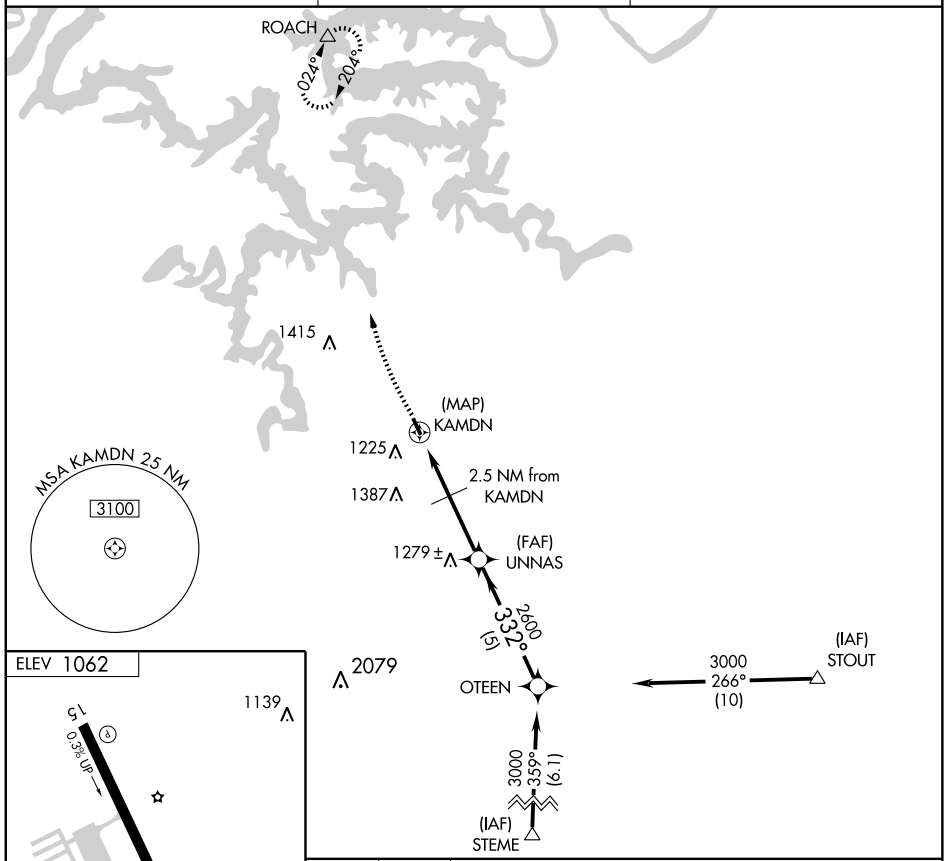
GPS RWY 33
CAMDENTON MEMORIAL (H21)

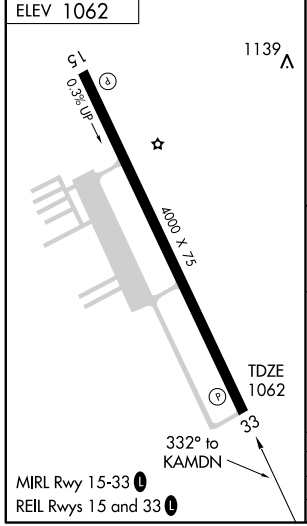
T
A NA

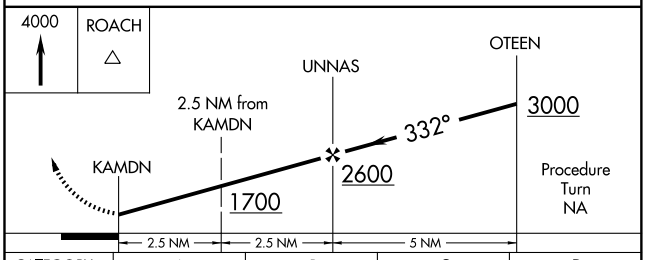
Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 4000 direct ROACH WP and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1440-1	378 (400-1)	NA	
CIRCLING	1580-1	518 (600-1)	NA	

NC-3. 03 JUN 2010 to 01 JUL 2010

VOR/DME SHY 108.4 Chan 21	APP CRS 222°	Rwy ldg N/A TDZE N/A Apt Elev 1062

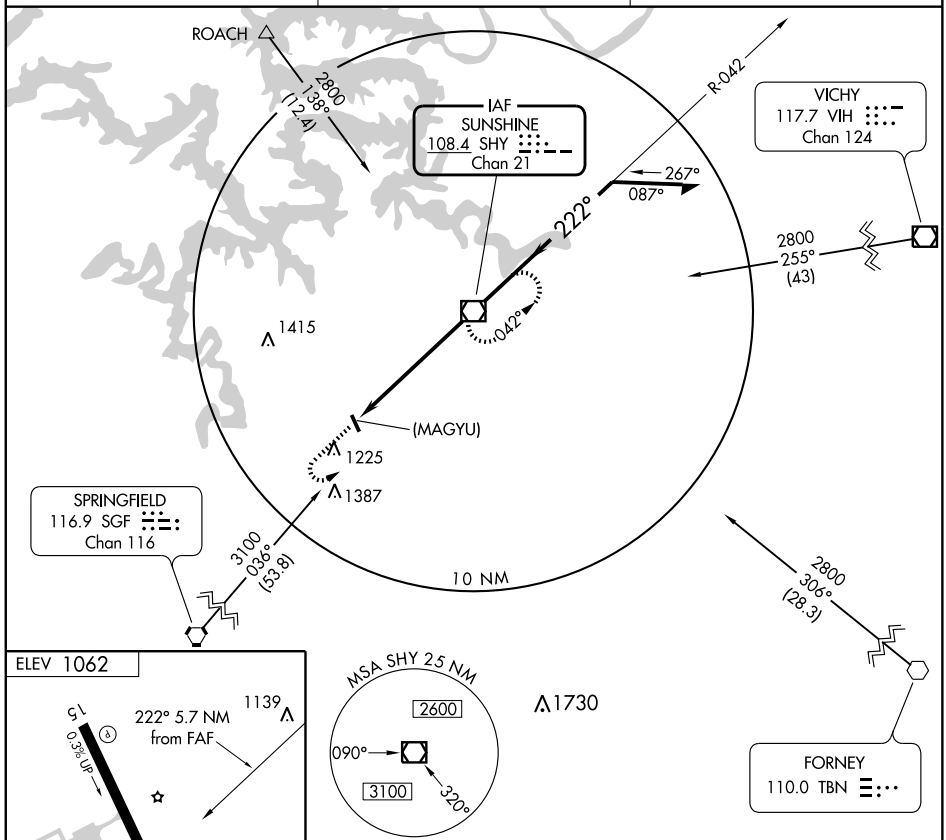
VOR or GPS-A
CAMDENTON MEMORIAL (H21)

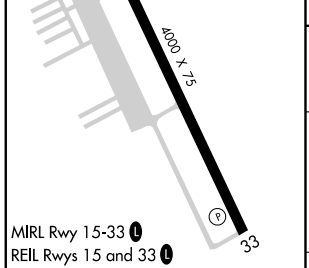
NA

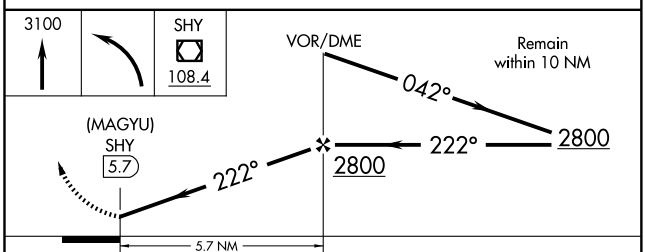
Use Kaiser/Lee C. Fine Memorial setting.

MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

KAISER/LEE C. FINE MEMORIAL AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCLING	1580-1 518 (600-1)		1580-1½ 518 (600-1½)	1620-2 558 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

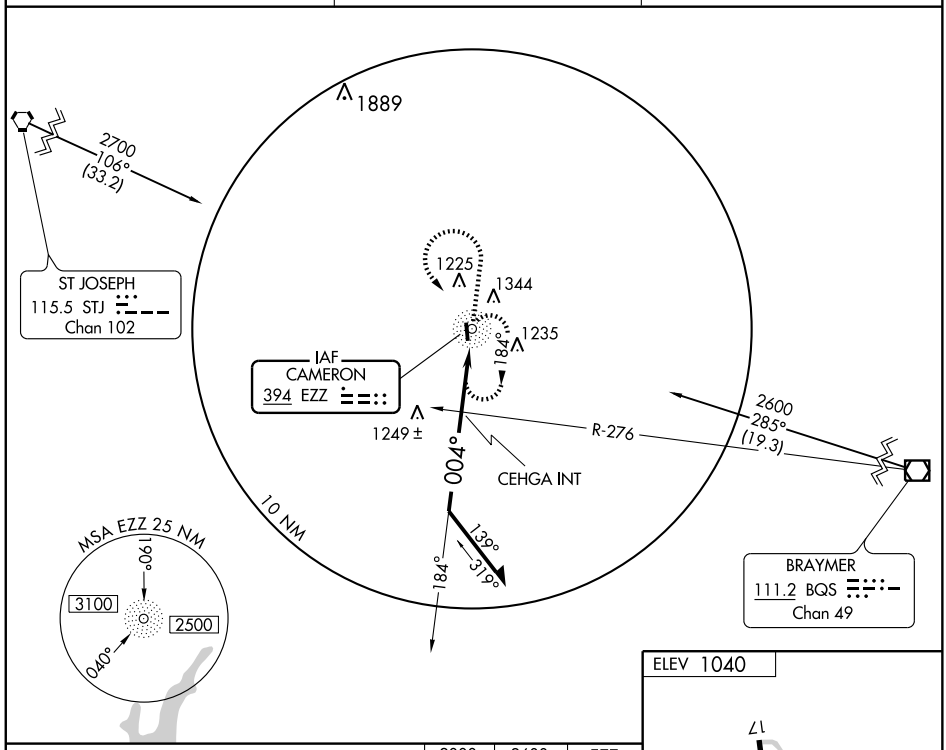
NDB RWY 35
CAMERON MEMORIAL (EZZ)

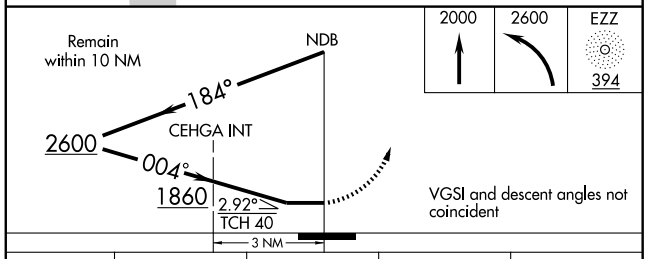
NDB EZZ	APP CRS	Rwy ldg	4000
394	004°	TDZE	1035
		Apt Elev	1040

NA Visibility reduction by helicopters NA. Use Kansas City Intl altimeter setting.

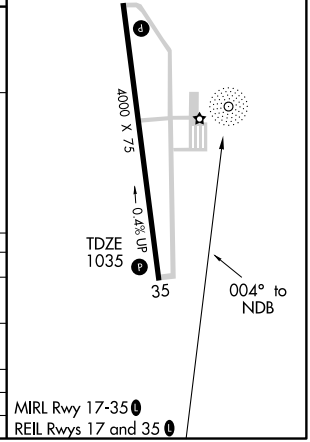
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct EZZ NDB and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L





VGSI and descent angles not coincident



CATEGORY	A	B	C	D
S-35	1860-1 825 (900-1)	1860-1¼ 825 (900-1¼)	NA	
CIRCLING	1860-1 820 (900-1)	1860-1¼ 820 (900-1¼)	NA	
CEHGA FIX MINIMUMS				
S-35	1640-1 605 (600-1)		NA	
CIRCLING	1740-1 700 (700-1)		NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

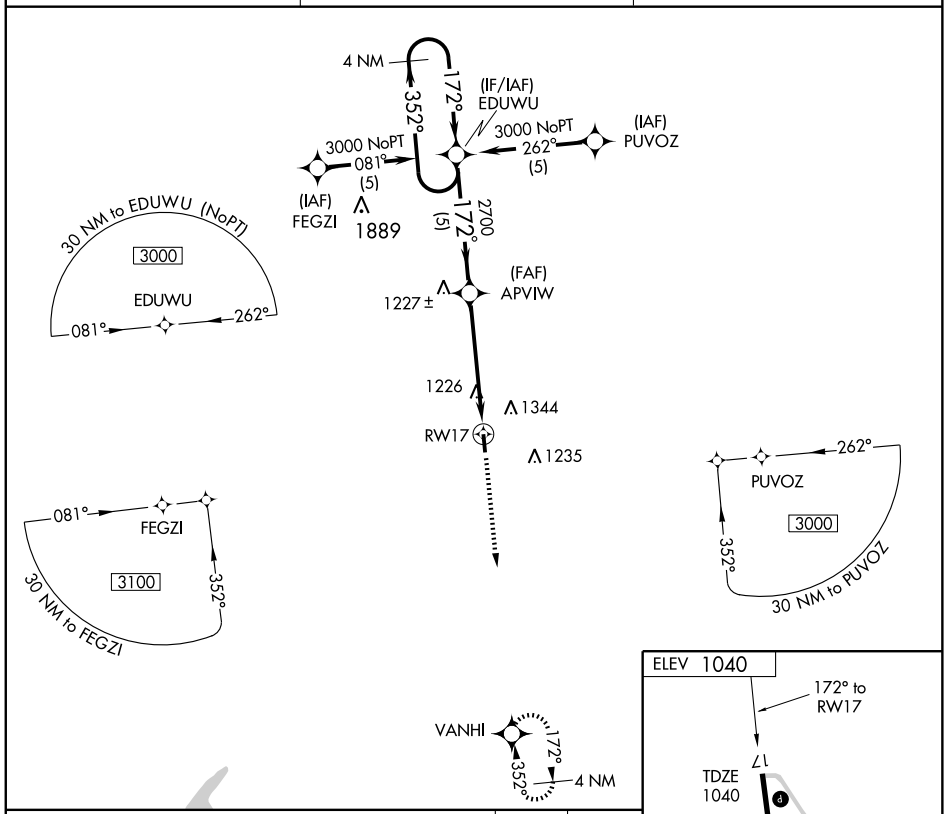
WAAS CH 82017 W17A	APP CRS 172°	Rwy ldg 4000 TDZE 1040 Apt Elev 1040

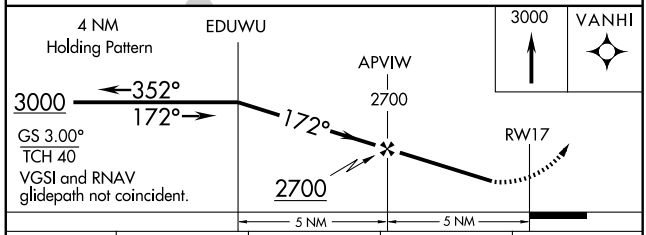
RNAV (GPS) RWY 17
CAMERON MEMORIAL (EZZ)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

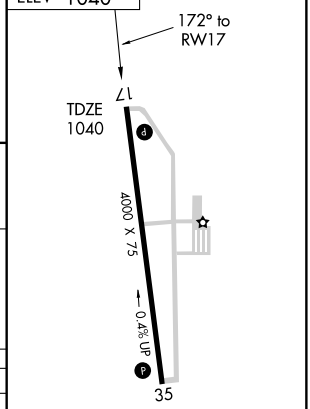
MISSED APPROACH: Climb to 3000 direct VANHI and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L





CATEGORY		A	B	C	D
LPV	DA	1368-1¼	328 (400-1¼)	NA	
LNAV/VNAV	DA	1621-2	581 (600-2)	NA	
LNAV	MDA	1560-1	520 (600-1)	NA	
CIRCLING		1740-1	700 (700-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

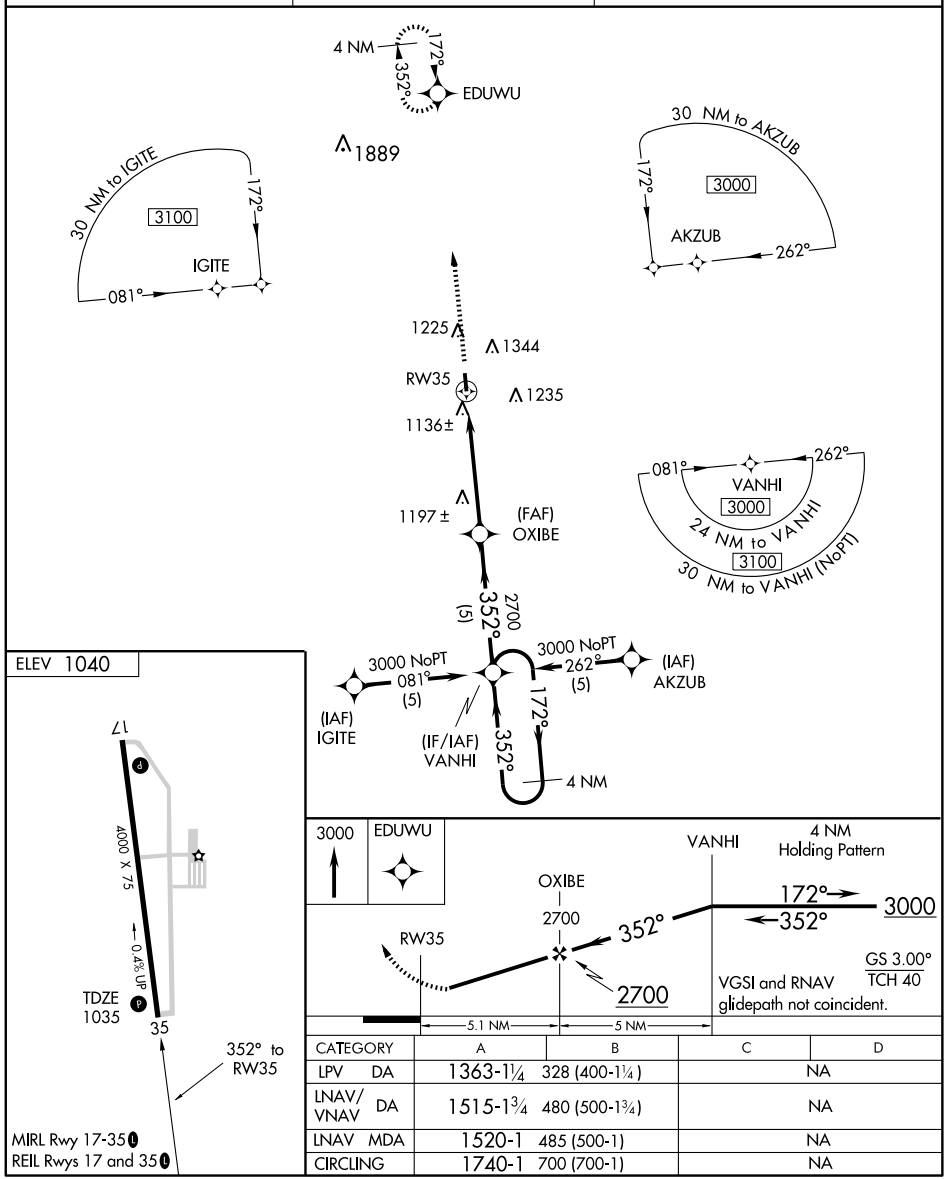
WAAS CH 77717 W35A	APP CRS 352°	Rwy ldg 4000 TDZE 1035 Apt Elev 1040

RNAV (GPS) RWY 35
CAMERON MEMORIAL (EZZ)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDUWU and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L

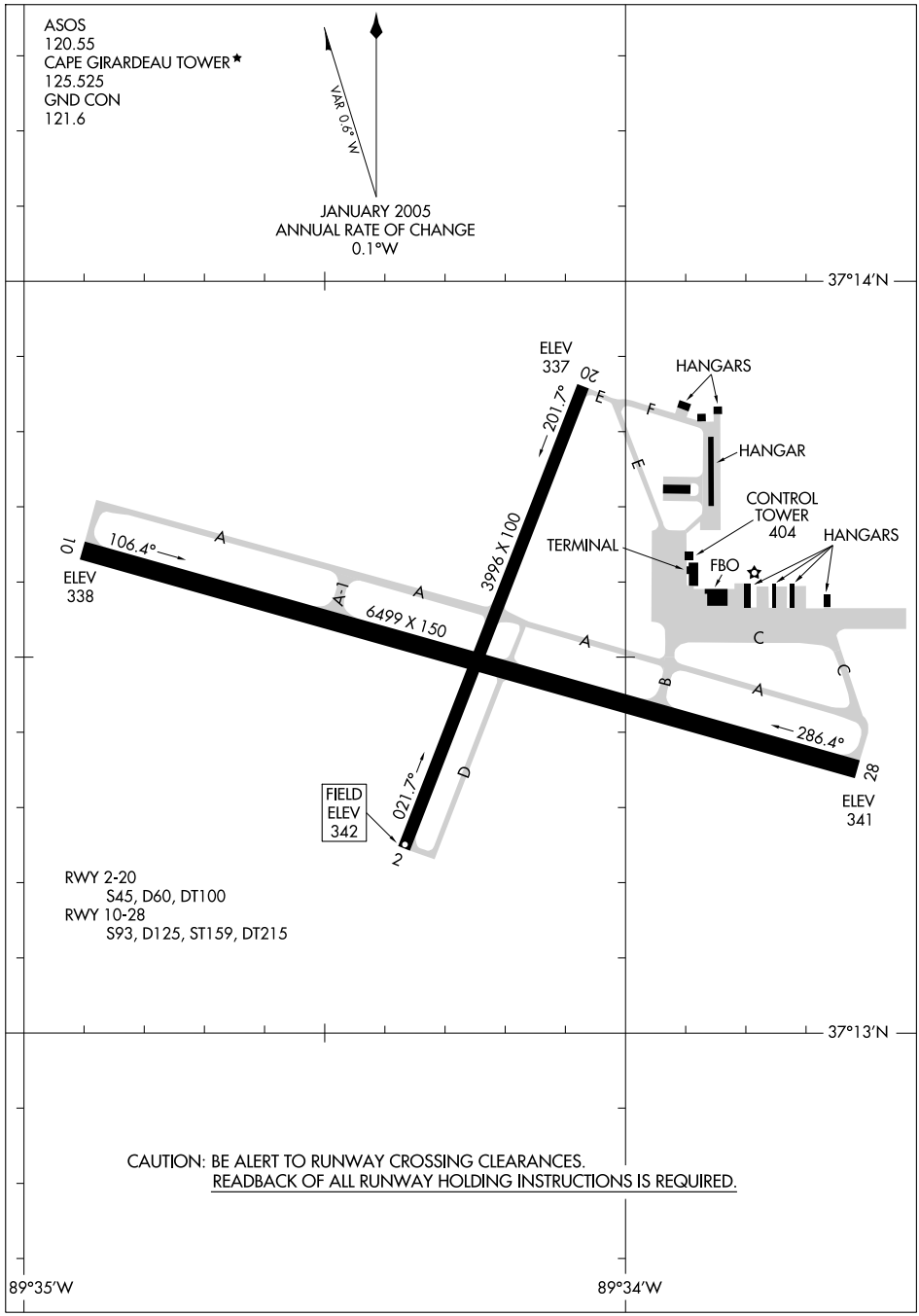


CATEGORY		A	B	C	D
LPV	DA	1363-1¼	328 (400-1¼)	NA	
LNAV/VNAV	DA	1515-1¾	480 (500-1¾)	NA	
LNAV	MDA	1520-1	485 (500-1)	NA	
CIRCLING		1740-1	700 (700-1)	NA	

AIRPORT DIAGRAM

AL-943 (FAA)

CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURI



LOC I-CGI 109.5 Chan 32	APP CRS 105°	Rwy ldg 6499 TDZE 338 Apt Elev 342

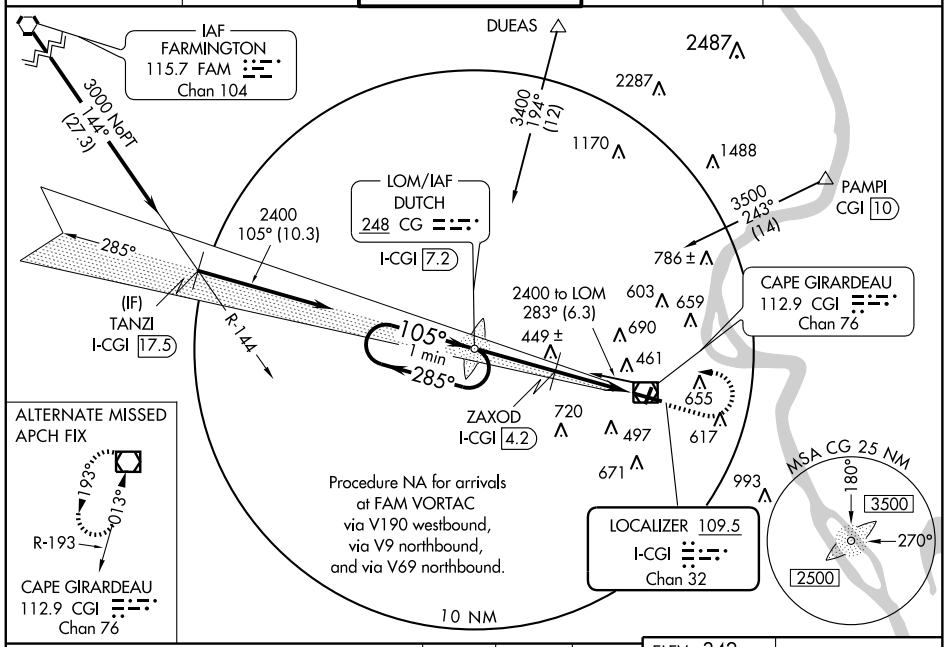
ILS or LOC RWY 10
CAPE GIRARDEAU RGNL (CGI)

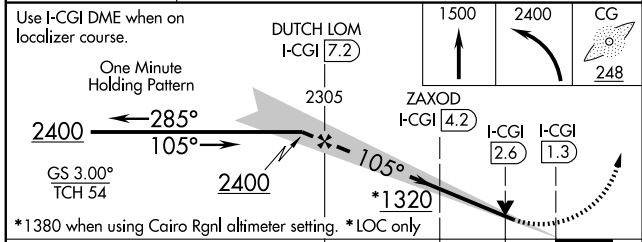
When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet, increase all MDA 60 feet, increase ZAXOD fix minimums Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF Required.

MALSR

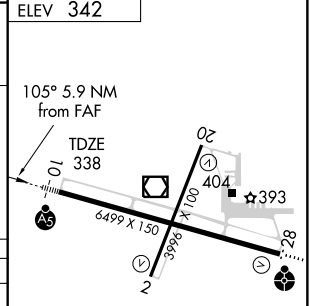
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95





*1380 when using Cairo Rgnl altimeter setting. *LOC only



MIRL Rwy 2-20
HIRL Rwy 10-28

CATEGORY	A	B	C	D
S-ILS 10	538-½ 200 (200-½)			
S-LOC 10	1320-¾ 982 (1000-¾)	1320-1 982 (1000-1)	1320-2½ 982 (1000-2½)	
CIRCLING	1320-1¼ 978 (1000-1¼)	1320-1½ 978 (1000-1½)	1320-3 978 (1000-3)	
ZAXOD FIX MINIMUMS				
S-LOC 10	860-½ 522 (600-½)		860-1 522 (600-1)	860-1¼ 522 (600-1¼)
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC I-CGI 109.5 Chan 32	APP CRS 285°	Rwy ldg 6499 TDZE 341 Apt Elev 342

LOC/DME BC RWY 28

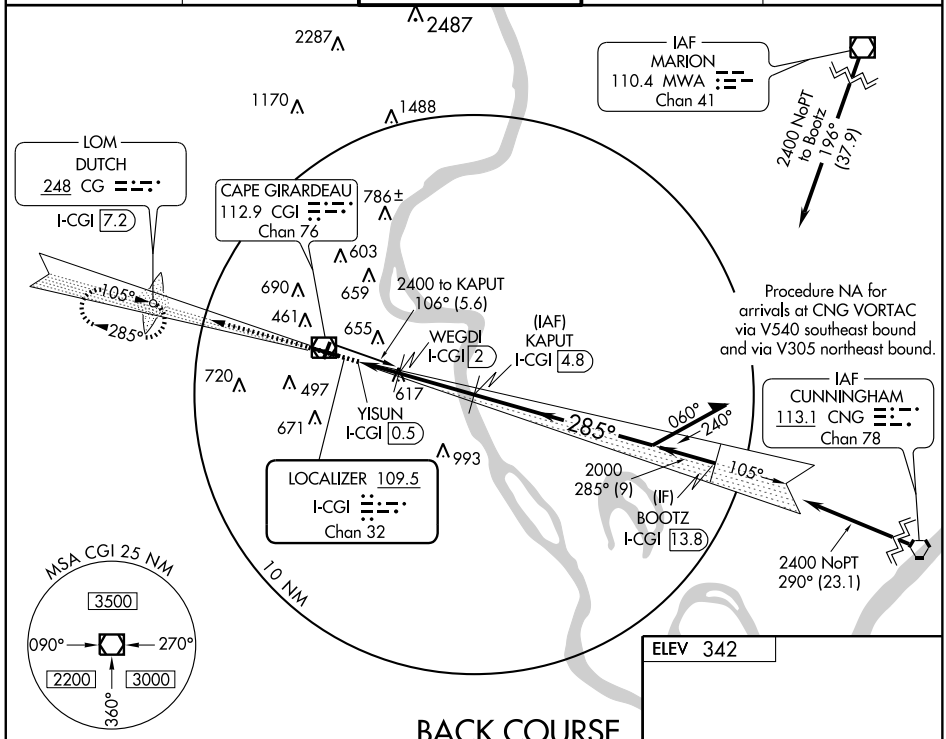
CAPE GIRARDEAU RGNL (CGI)

Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER ★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF)	121.6	122.95

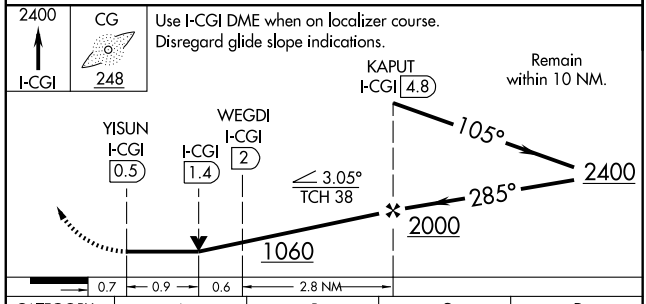


BACK COURSE

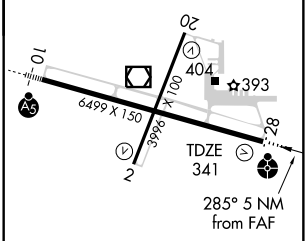
2400 I-CGI

CG 248

Use I-CGI DME when on localizer course.
Disregard glide slope indications.



ELEV 342



CATEGORY	A	B	C	D
S-28	880-¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

WAAS CH 61399 W10A	APP CRS 105°	Rwy ldg 6499 TDZE 338 Apt Elev 342

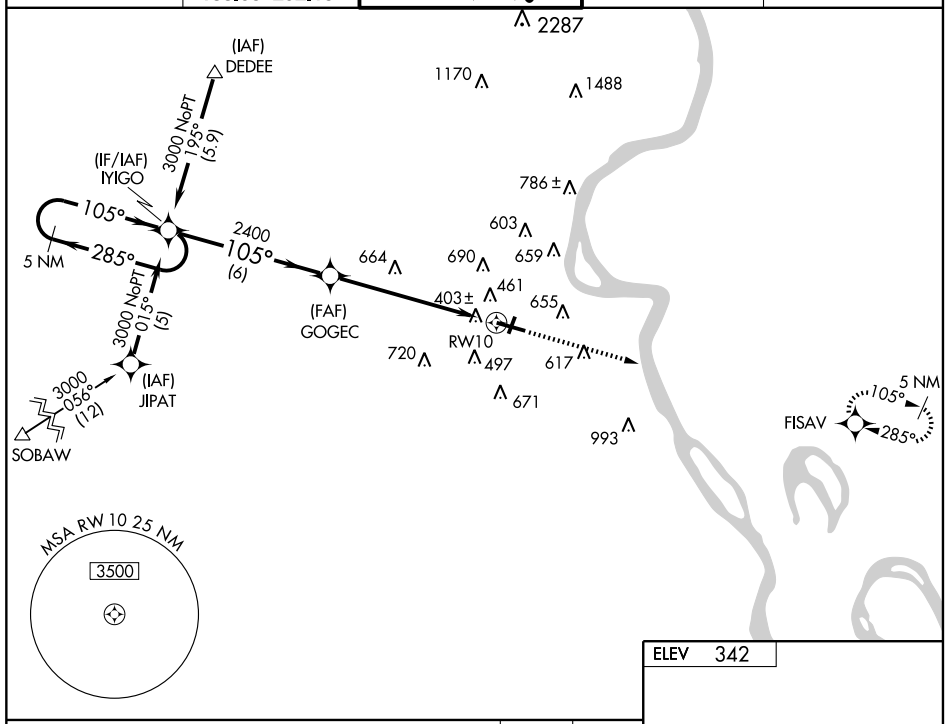
RNAV (GPS) RWY 10
CAPE GIRARDEAU RGNL (CGI)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to ¾.

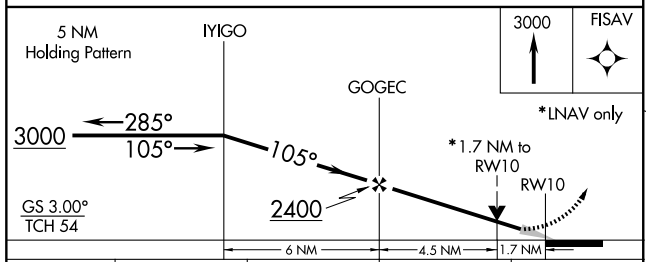
MALSR

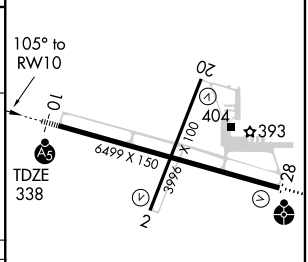
MISSED APPROACH: Climb to 3000 direct FISAV and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER*	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF)	121.6	122.95



ELEV 342





CATEGORY	A	B	C	D
LPV DA	588-½ 250 (300-½)			
LNAV/VNAV DA	723-¾ 385 (400-¾)			
LNAV MDA	940-½ 602 (600-½)		940-1¼ 602 (600-1¼)	940-1½ 602 (600-1½)
CIRCLING	940-1¼ 598 (600-1¼)	960-1¼ 618 (700-1¼)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 90199 W28A	APP CRS 285°	Rwy ldg 6499 TDZE 341 Apt Elev 342

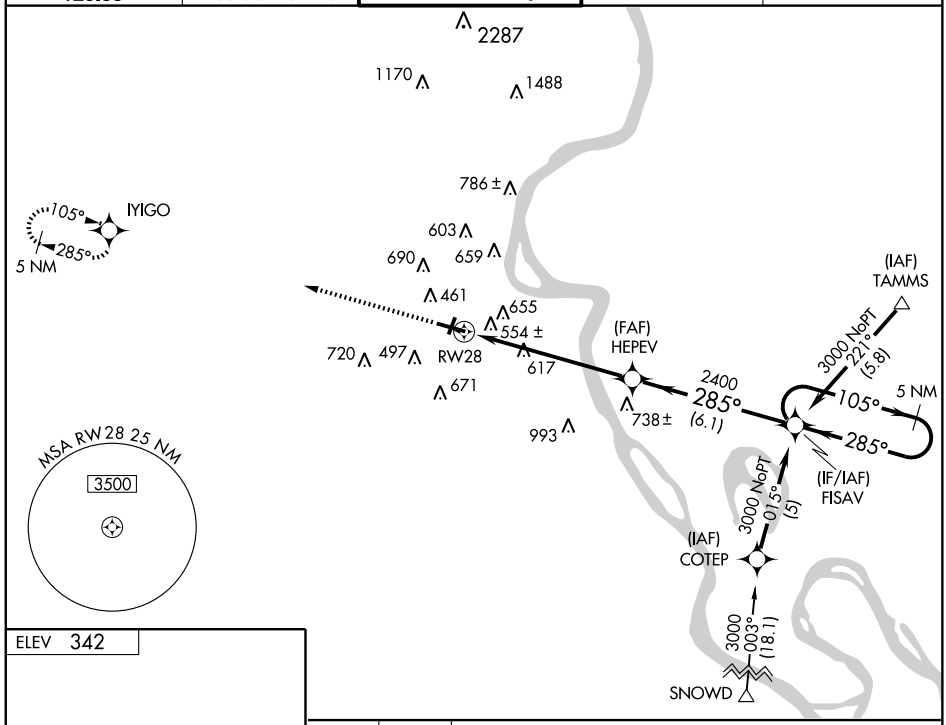
RNAV (GPS) RWY 28
CAPE GIRARDEAU RGNL (CGI)

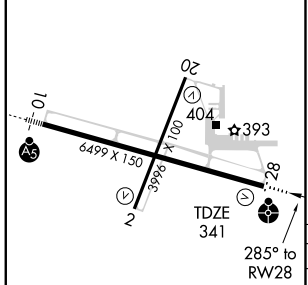
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

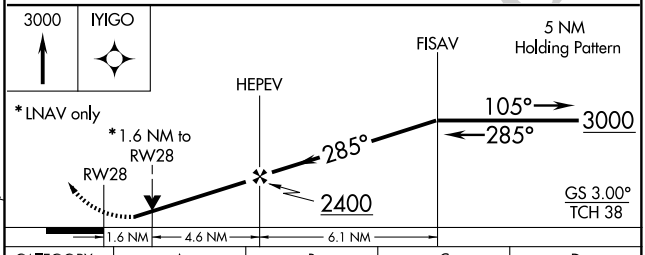
ODALS

MISSED APPROACH: Climb to 3000 direct IYIGO and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER*	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	718-1¼ 377 (400-1¼)			
LNAV/VNAV DA	948-2¼ 607 (700-2¼)			
LNAV MDA	880-¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	960-2¼ 618 (700-2¼)			1000-2¼ 658 (700-2¼)

MIRL Rwy 2-20
HIRL Rwy 10-28

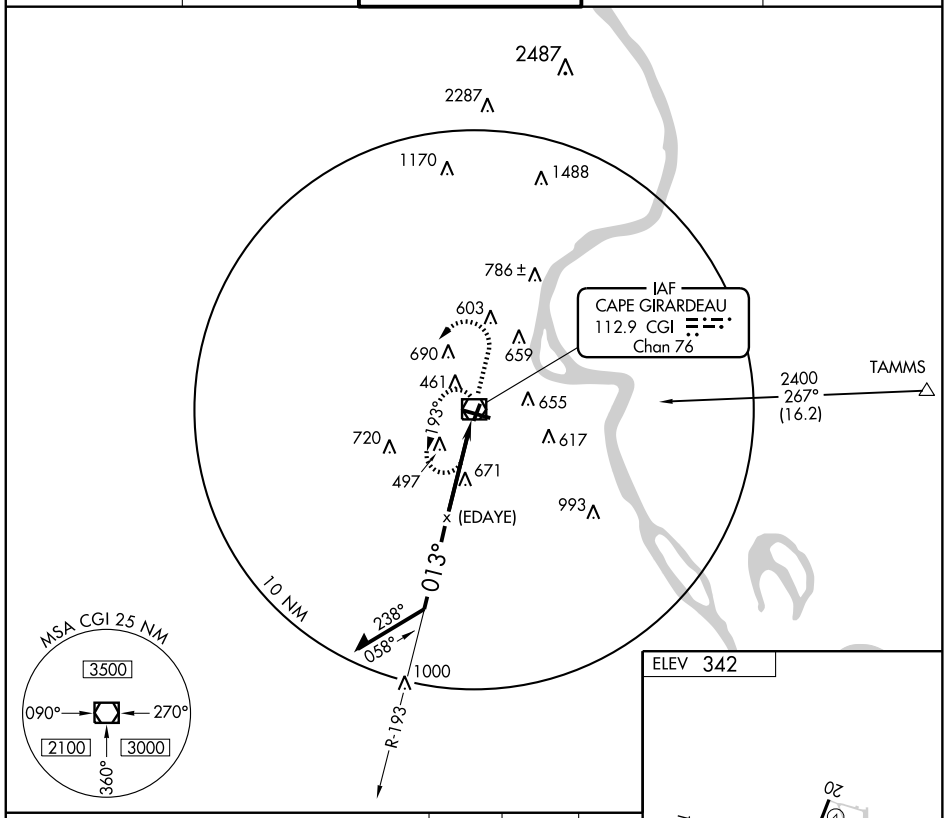
NC-3, 03 JUN 2010 to 01 JUL 2010

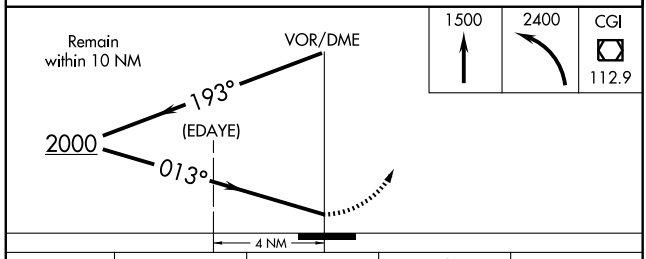
VOR/DME CGI 112.9 Chan 76	APP CRS 013°	Rwy ldg 3996 TDZE 342 Apt Elev 342

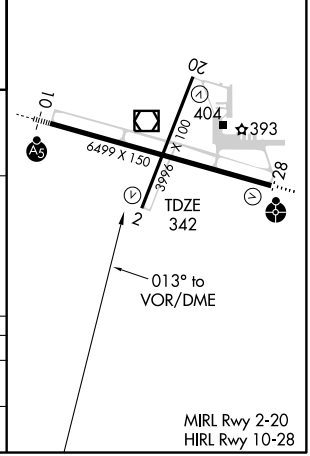
VOR or GPS RWY 2
CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGI VOR/DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-2	1000-1 658 (700-1)		1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)
CIRCLING	1000-1 658 (700-1)		1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

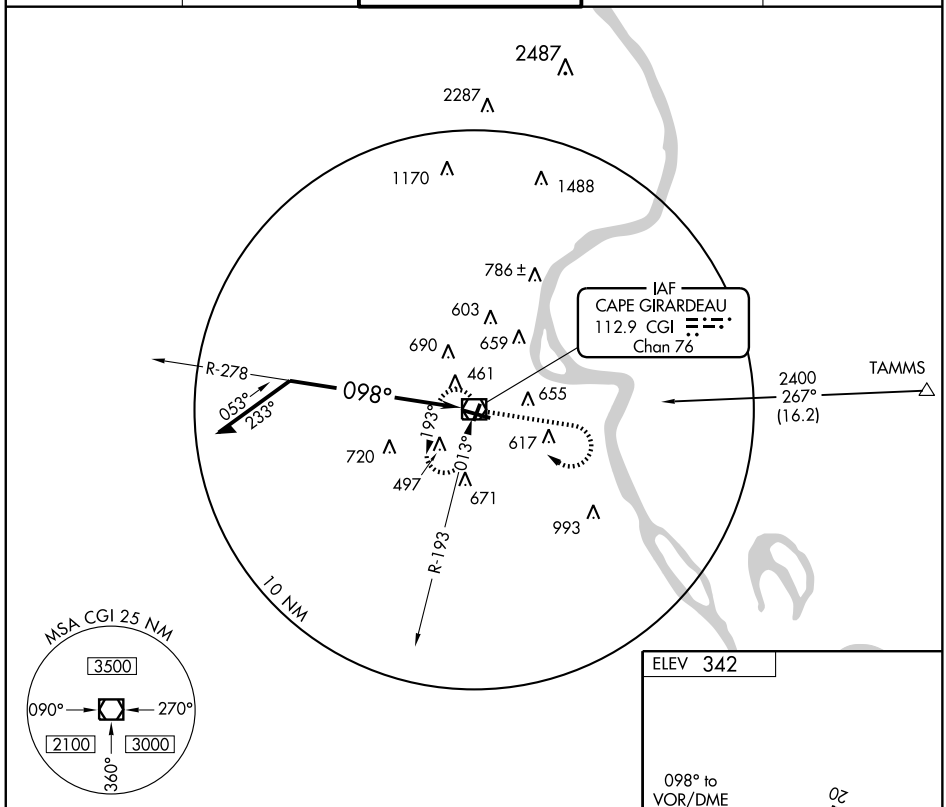
VOR/DME CGI 112.9 Chan 76	APP CRS 098°	Rwy ldg 6499 TDZE 338 Apt Elev 342

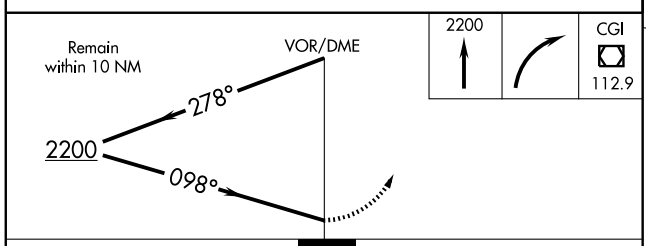
VOR RWY 10
CAPE GIRARDEAU RGNL (CGI)

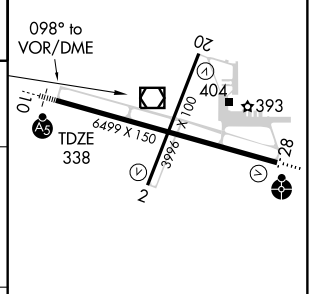
MALSR A5

MISSED APPROACH: Climb to 2200 then right turn direct CGI VOR/DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER ★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-10	980-½ 642 (700-½)		980-1¼ 642 (700-1¼)	980-1½ 642 (700-1½)
CIRCLING	980-1 638 (700-1)		980-1¾ 638 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 03 JUN 2010 to 01 JUL 2010

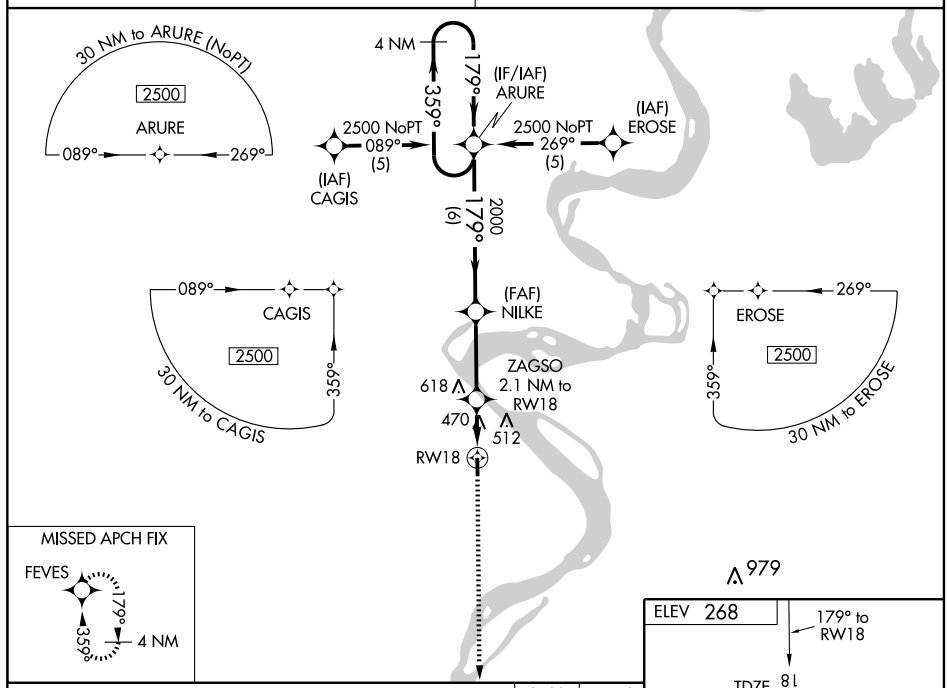
WAAS CH 78109 W18A	APP CRS 179°	Rwy ldg 4005 TDZE 268 Apt Elev 268

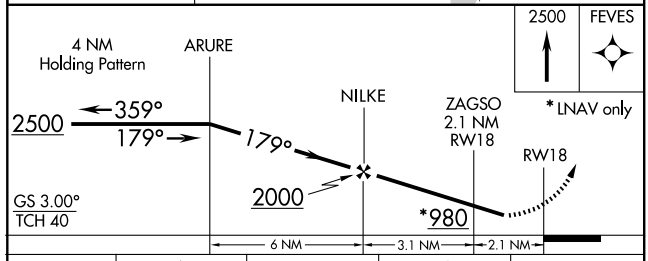
RNAV (GPS) RWY 18
CARUTHERSVILLE MEMORIAL (M05)

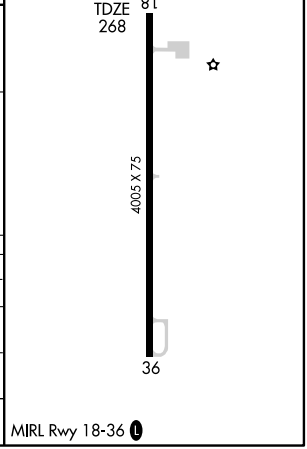
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct FEVES and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L







CATEGORY	A	B	C	D
LPV DA	806-2 538 (600-2)			NA
LNAV/VNAV DA	829-2 561 (600-2)			NA
LNAV MDA	760-1 492 (500-1)		760-1¼ 492 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)		860-1½ 592 (600-1½)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 77609 W36A	APP CRS 359°	Rwy ldg 4005 TDZE 266 Apt Elev 268

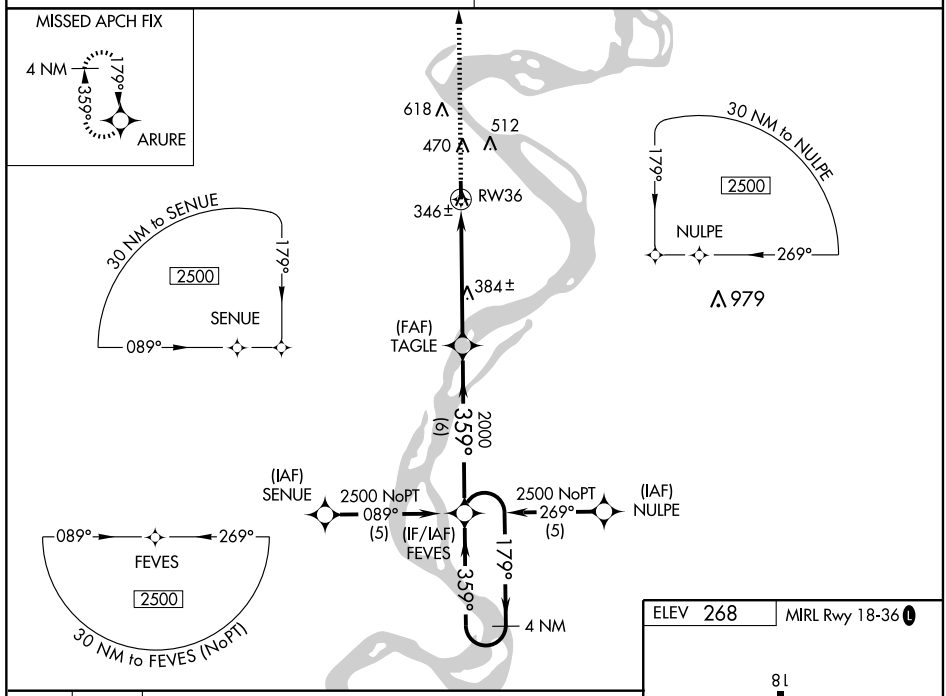
RNAV (GPS) RWY 36
CARUTHERSVILLE MEMORIAL (M05)

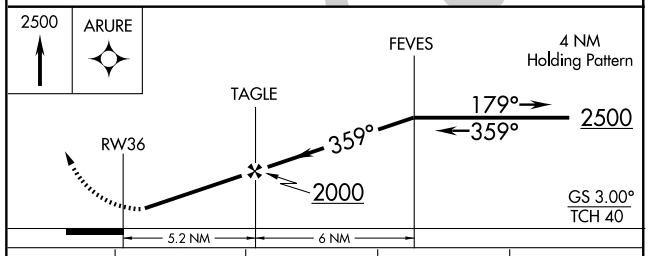
T
NA

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase Circling Cat C visibility ¼ mile.

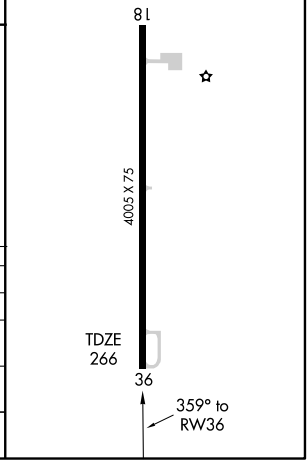
MISSED APPROACH: Climb to 2500 direct ARURE and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L





ELEV 268 MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	631-1¼ 365 (400-1¼)			NA
LNAV/VNAV DA	695-1½ 429 (500-1½)			NA
LNAV MDA	680-1 414 (500-1)		680-1¼ 414 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)		860-1½ 592 (600-1½)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

VORTAC MAW	APP CRS	Rwy ldg	4005
111.2	150°	TDZE	268
Chan 49		Apt Elev	268

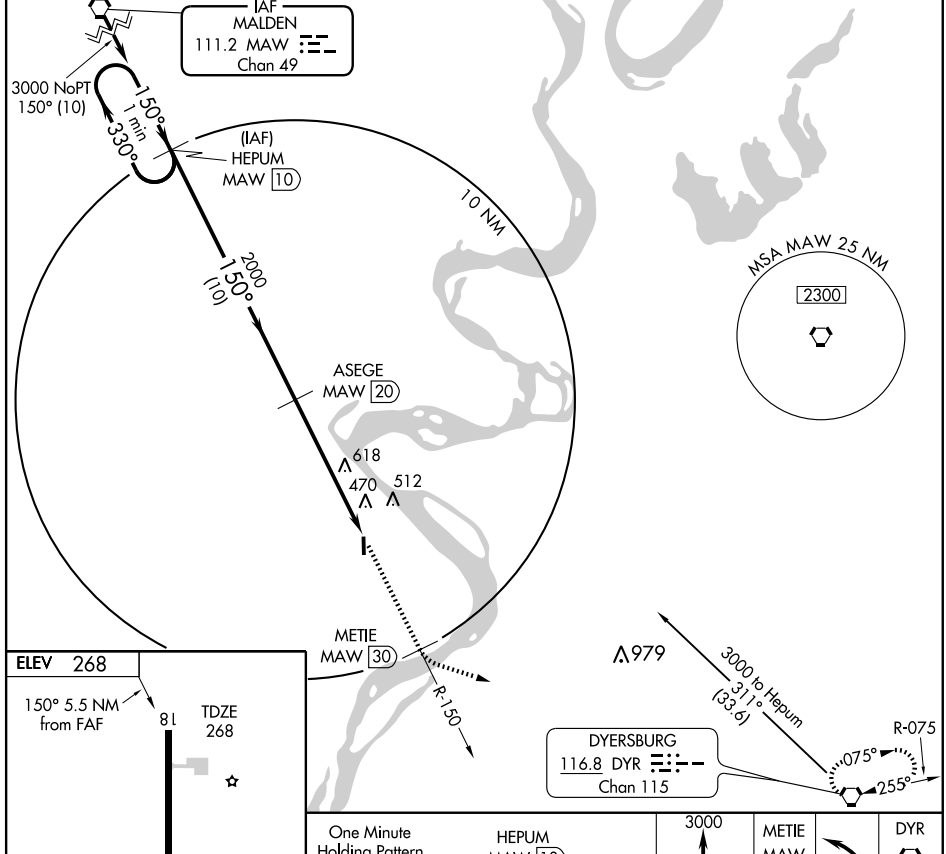
VOR/DME RWY 18
CARUTHERSVILLE MEMORIAL (M05)

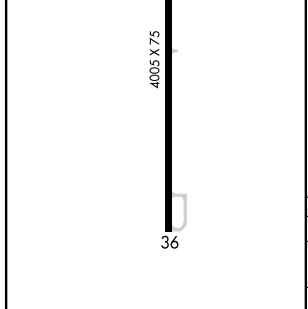
NA

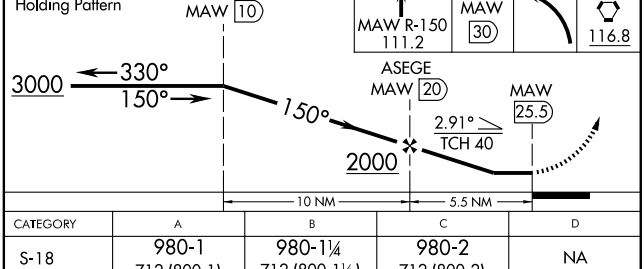
Use Dyersburg Muni altimeter setting.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L







CATEGORY	A	B	C	D
S-18	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA

MIRL Rwy 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 9
CASSVILLE MUNI (94K)

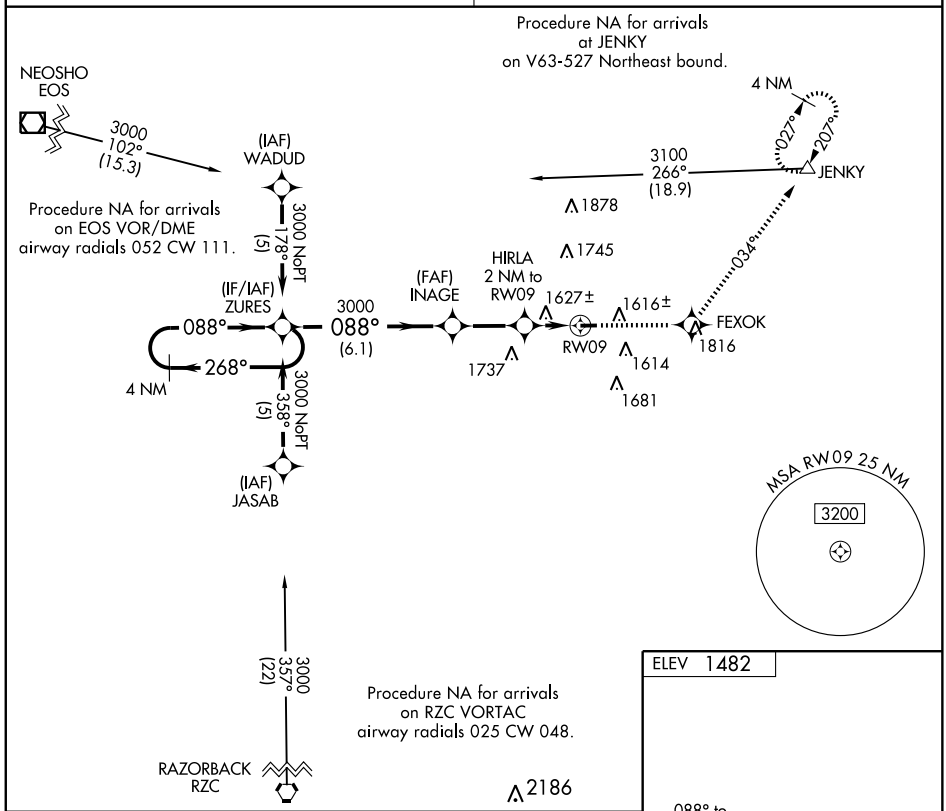
APP CRS	Rwy ldg	3600
088°	TDZE	1482
	Apt Elev	1482

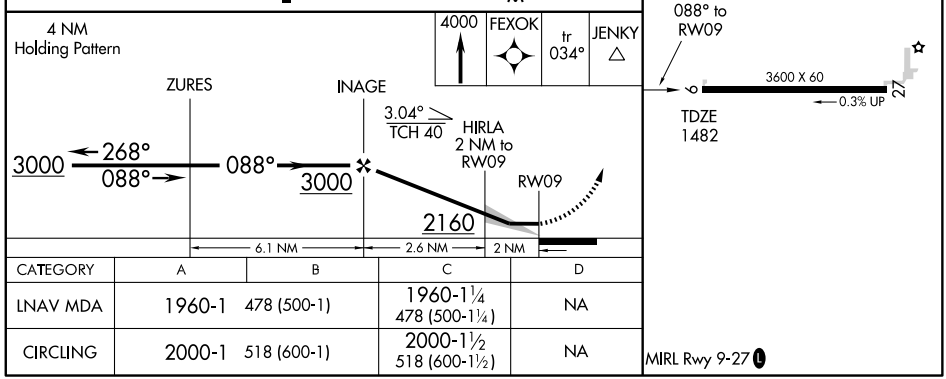
NA

DME/DME RNP-0.3 NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting.

MISSED APPROACH: Climb to 4000 direct FEXOK and on track 034° to JENKY and hold, continue climb-in-hold to 4000.

SPRINGFIELD APP CON	CTAF
124.95 318.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1960-1 478 (500-1)		1960-1¼ 478 (500-1¼)	NA
CIRCLING	2000-1 518 (600-1)		2000-1½ 518 (600-1½)	NA

MIRL Rwy 9-27 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR RWY 9
CASSVILLE MUNI (94K)

VOR/DME EOS 117.3 Chan 120	APP CRS 102°	Rwy ldg 3600 TDZE 1482 Apt Elev 1482

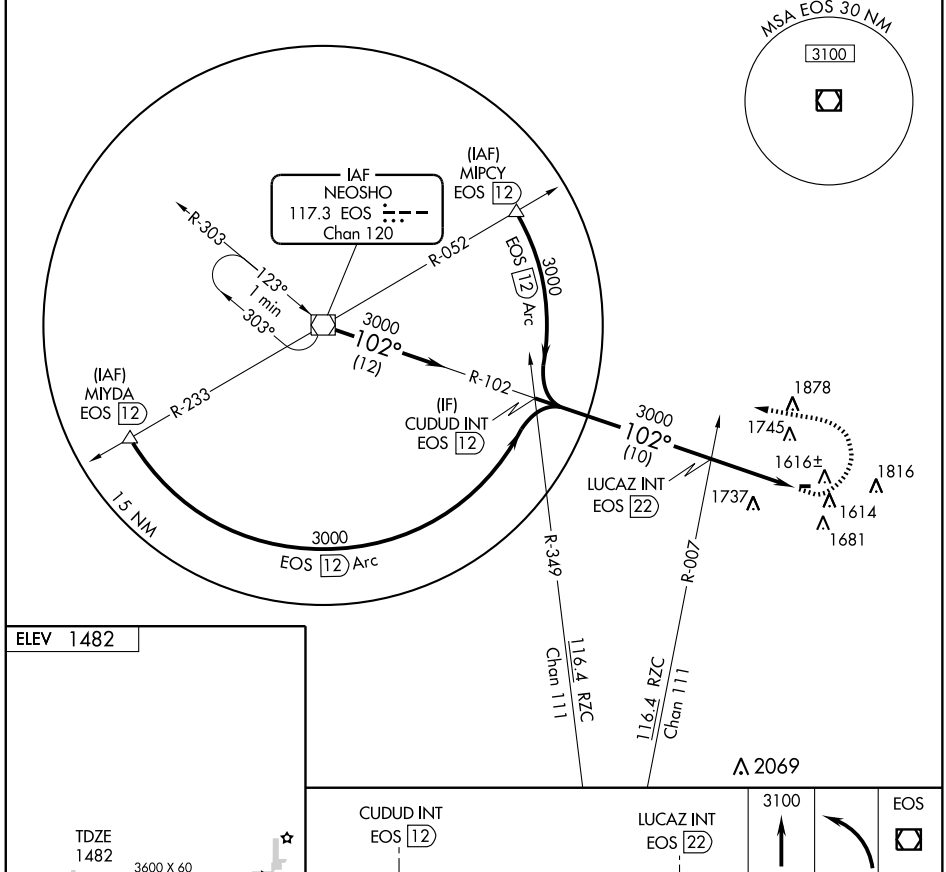
NA

Visibility reduction by helicopters NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting.

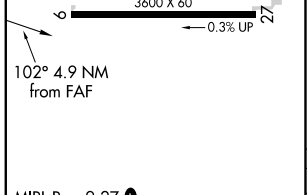
MISSED APPROACH: Climb to 3100 then left turn direct EOS VOR/DME and hold.

SPRINGFIELD APP CON
124.95 318.2

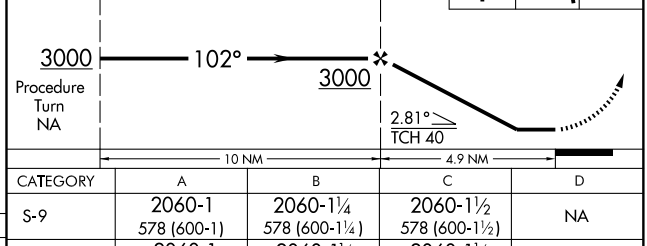
CTAF
122.9 L



ELEV 1482



MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
S-9	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA
CIRCLING	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 03 JUN 2010 to 01 JUL 2010

NDB CHQ	APP CRS	Rwy ldg	3196
208	009°	TDZE	313
		Apt Elev	313

NDB or GPS RWY 36

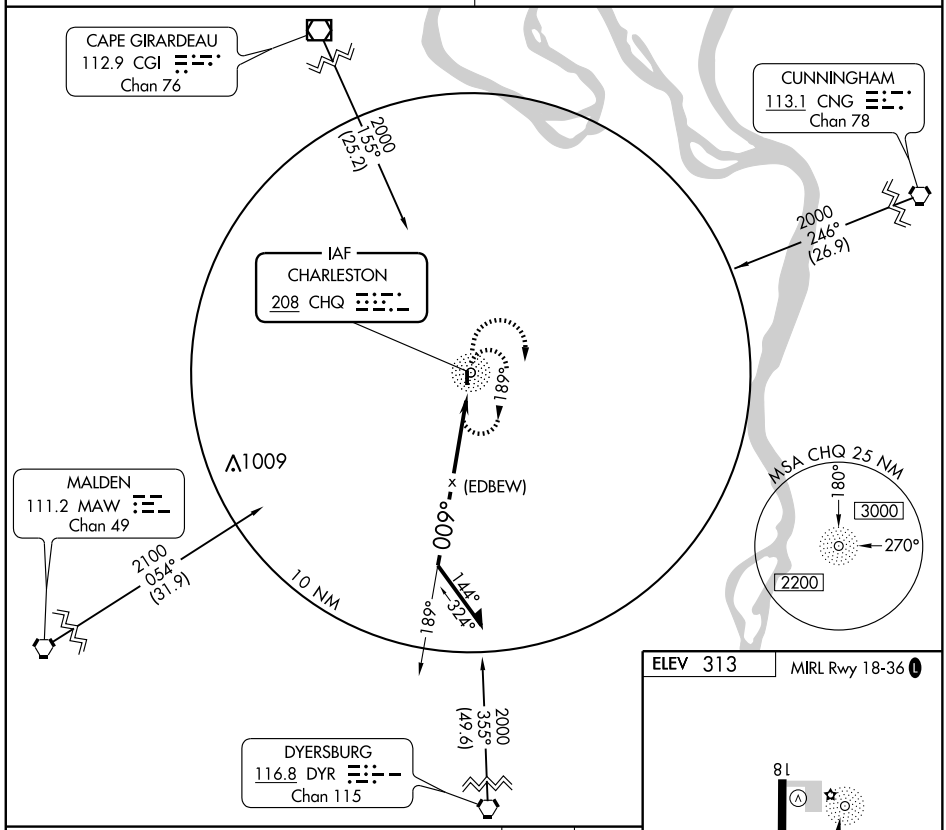
CHARLESTON/MISSISSIPPI COUNTY (CHQ)

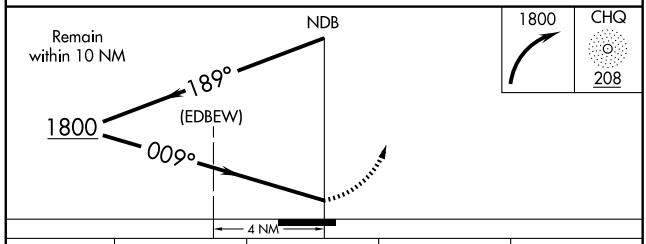
NA

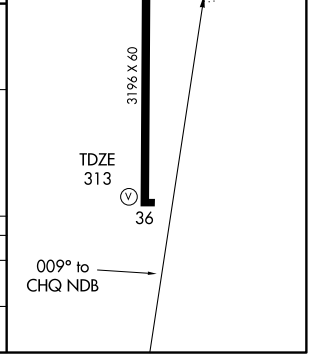
Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.

MEMPHIS CENTER	CTAF
133.65 292.15	122.9 L







CATEGORY	A	B	C	D
S-36	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	NA
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	NA

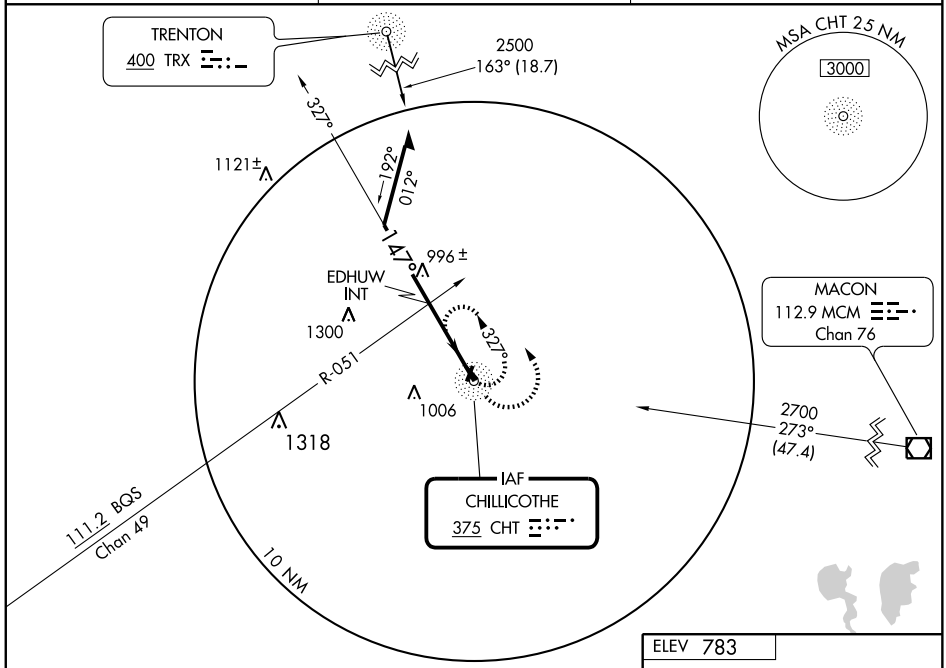
NDB CHT	APP CRS	Rwy ldg	3899
375	147°	TDZE	783
		Apt Elev	783

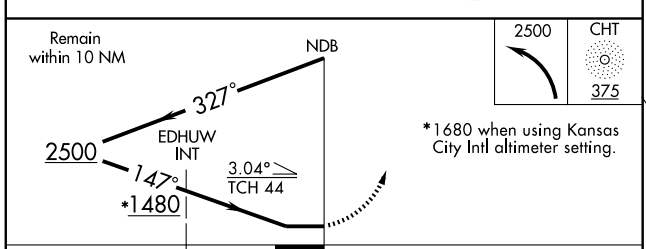
NDB RWY 14
CHILLICOTHE MUNI (CHT)

NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet, increase S-14 Cats A and B and Circling Cats A and B visibility ¼ mile.

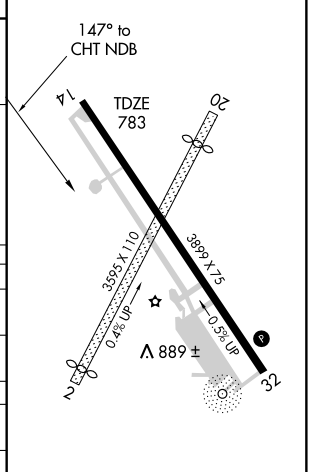
MISSED APPROACH: Climbing left turn to 2500 in CHT NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF)





*1680 when using Kansas City Intl altimeter setting.



CATEGORY	A	B	C	D
S-14	1480-1	697 (700-1)	NA	
CIRCLING	1480-1	697 (700-1)	NA	
EDHUW FIX MINIMUMS				
S-14	1300-1	517 (600-1)	NA	
CIRCLING	1300-1	517 (600-1)	NA	

APP CRS	Rwy ldg	3899
140°	TDZE	783
	Apt Elev	783

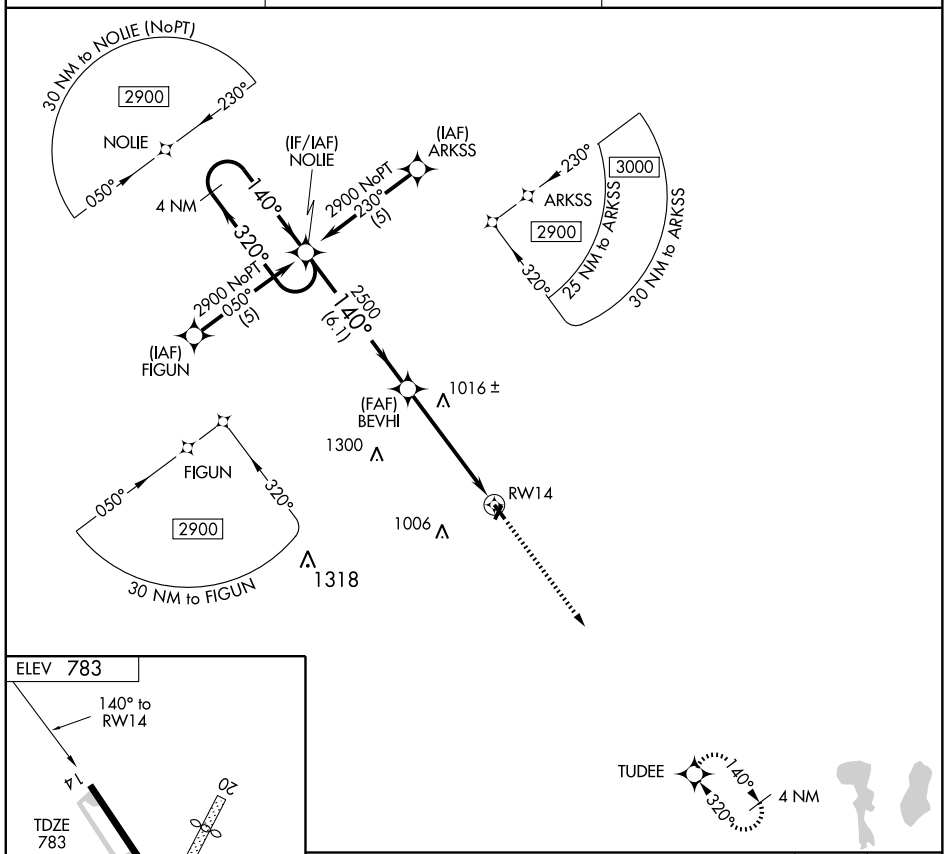
RNAV (GPS) RWY 14
CHILLICOTHE MUNI (CHT)

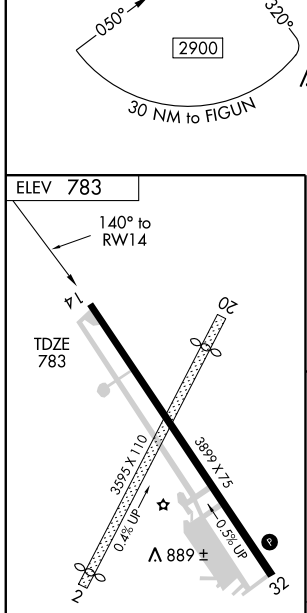
T
A NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.

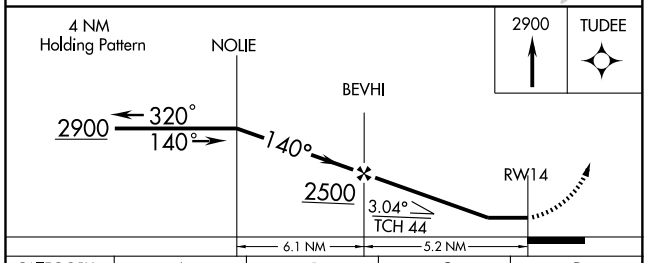
MISSED APPROACH: Climb to 2900 direct TUDEE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L





MIRL Rwy 14-32



CATEGORY	A	B	C	D
LNAV MDA	1280-1 497 (500-1)		NA	
CIRCLING	1280-1 497 (500-1)		NA	

WAAS CH **70413** **W32A**	APP CRS **320°**	Rwy ldg **3899** TDZE **782** Apt Elev **783**

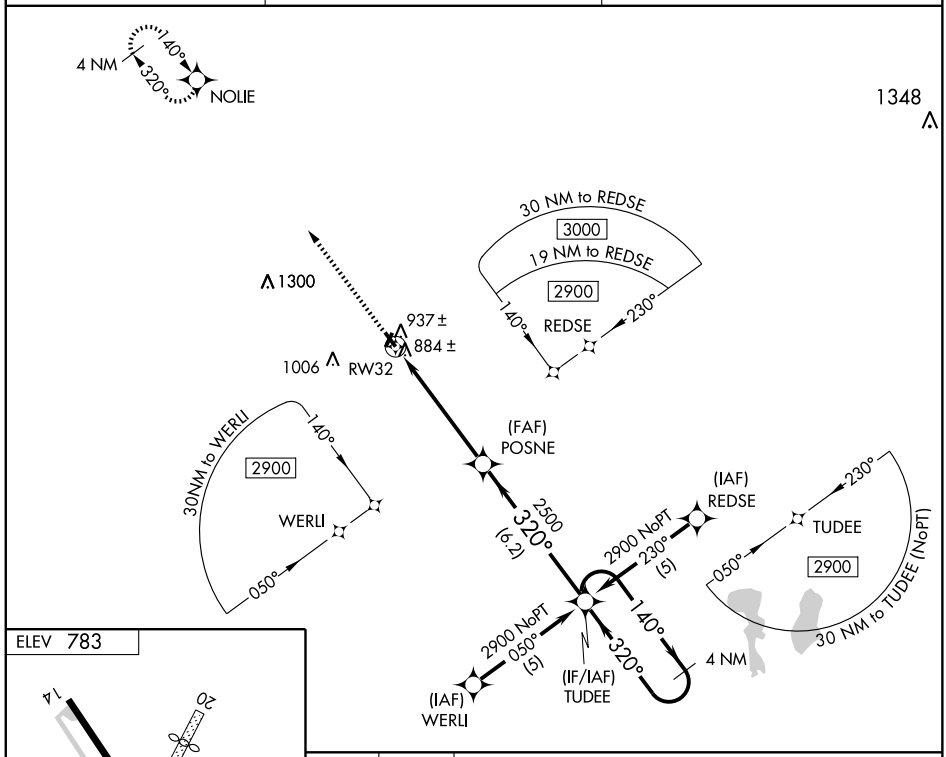
RNAV (GPS) RWY 32
CHILLICOTHE MUNI (CHT)

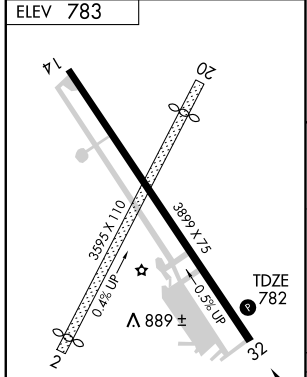
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility ¾ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

NA

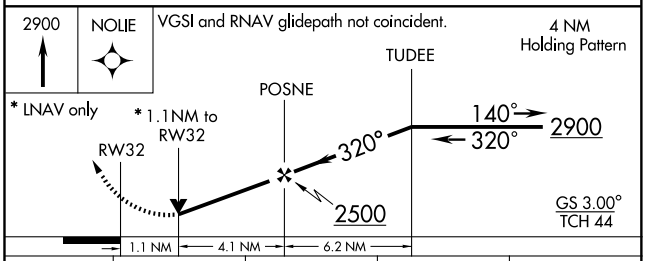
MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	**125.25 381.5**	**122.8** (CTAF) L





MIRL Rwy 14-32



CATEGORY		A	B	C	D
LPV	DA	1148-1¼ 366 (400-1¼)		NA	
LNAV/VNAV	DA	1154-1½ 372 (400-1½)		NA	
LNAV	MDA	1200-1 418 (500-1)		NA	
CIRCLING		1280-1 497 (500-1)		NA	

NC-3. 03 JUN 2010 to 01 JUL 2010

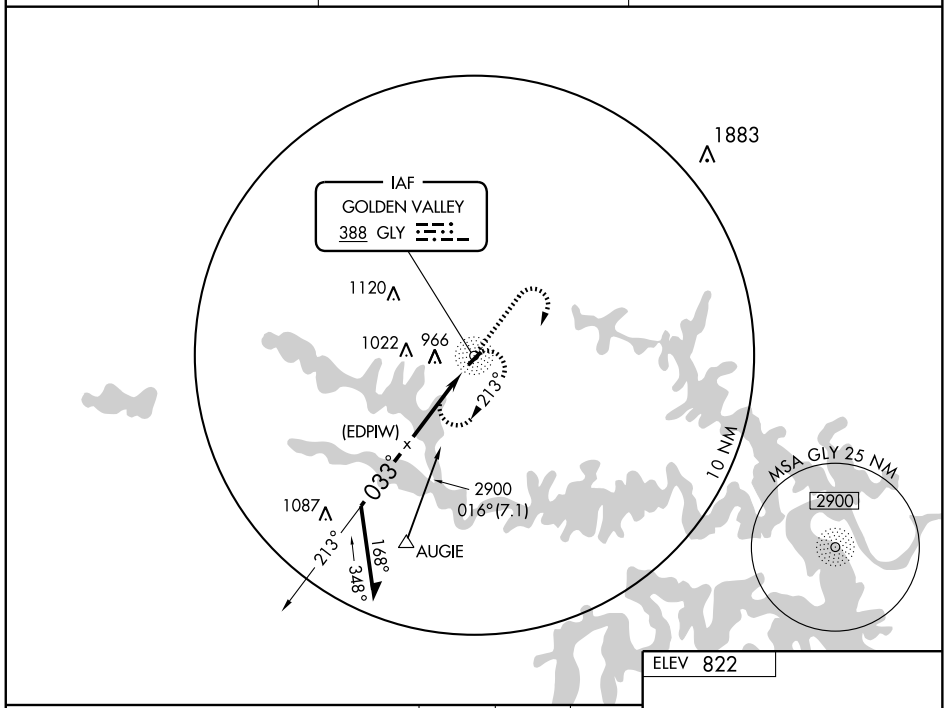
NDB GLY	APP CRS	Rwy ldg	4001
388	033°	TDZE	821
		Apt Elev	822

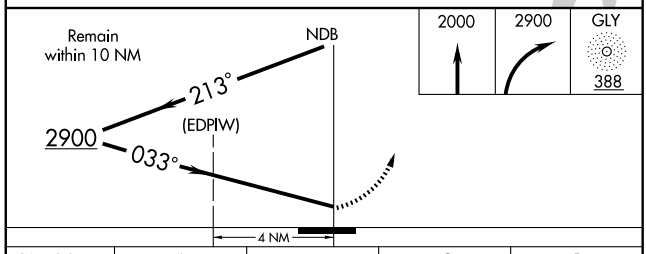
NDB or GPS RWY 4
CLINTON MEMORIAL (GLY)

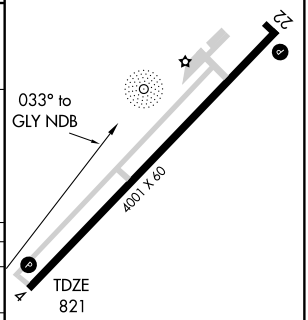
NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.

AWOS-3	WHITEMAN APP CON★	UNICOM
120.475	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	NA
CIRCLING	1440-1	618 (700-1)	1440-1¾ 618 (700-1¾)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-4	1540-1	719 (800-1)	1540-2 719 (800-2)	NA
CIRCLING	1540-1	718 (800-1)	1540-2 718 (800-2)	NA

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3, 03 JUN 2010 to 01 JUL 2010

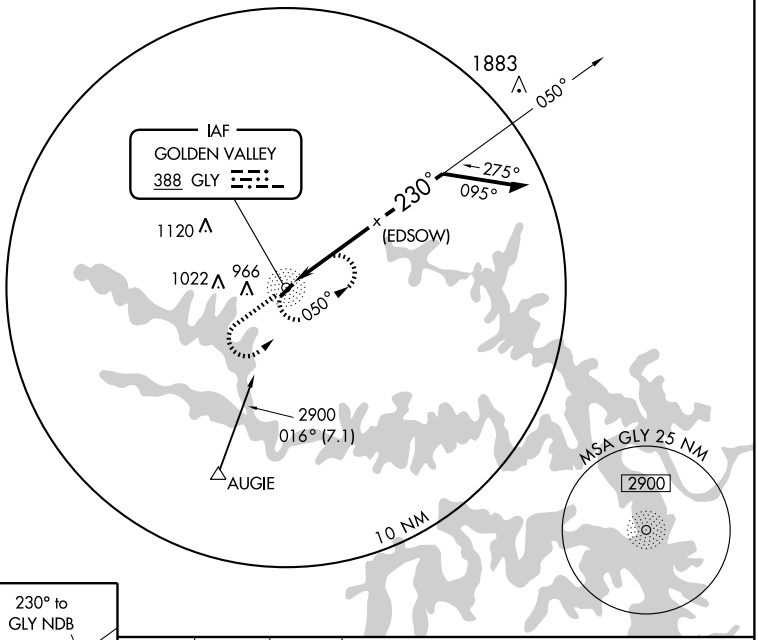
NDB GLY	APP CRS	Rwy ldg	4001
388	230°	TDZE	822
		Apt Elev	822

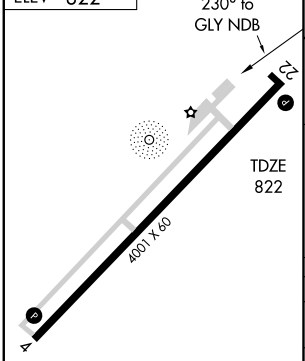
NDB or GPS RWY 22
CLINTON MEMORIAL (GLY)

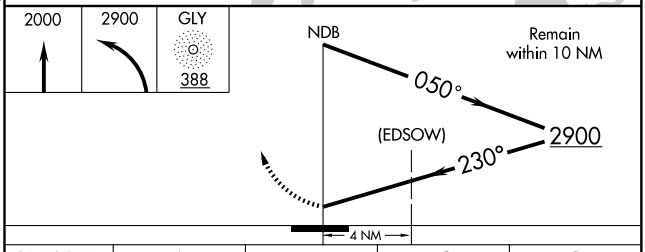
NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.

AWOS-3	WHITEMAN APP CON*	UNICOM
120.475	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
CIRCLING	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-22	1500-1	678 (700-1)	1500-2 678 (700-2)	NA
CIRCLING	1500-1	678 (700-1)	1500-2 678 (700-2)	NA

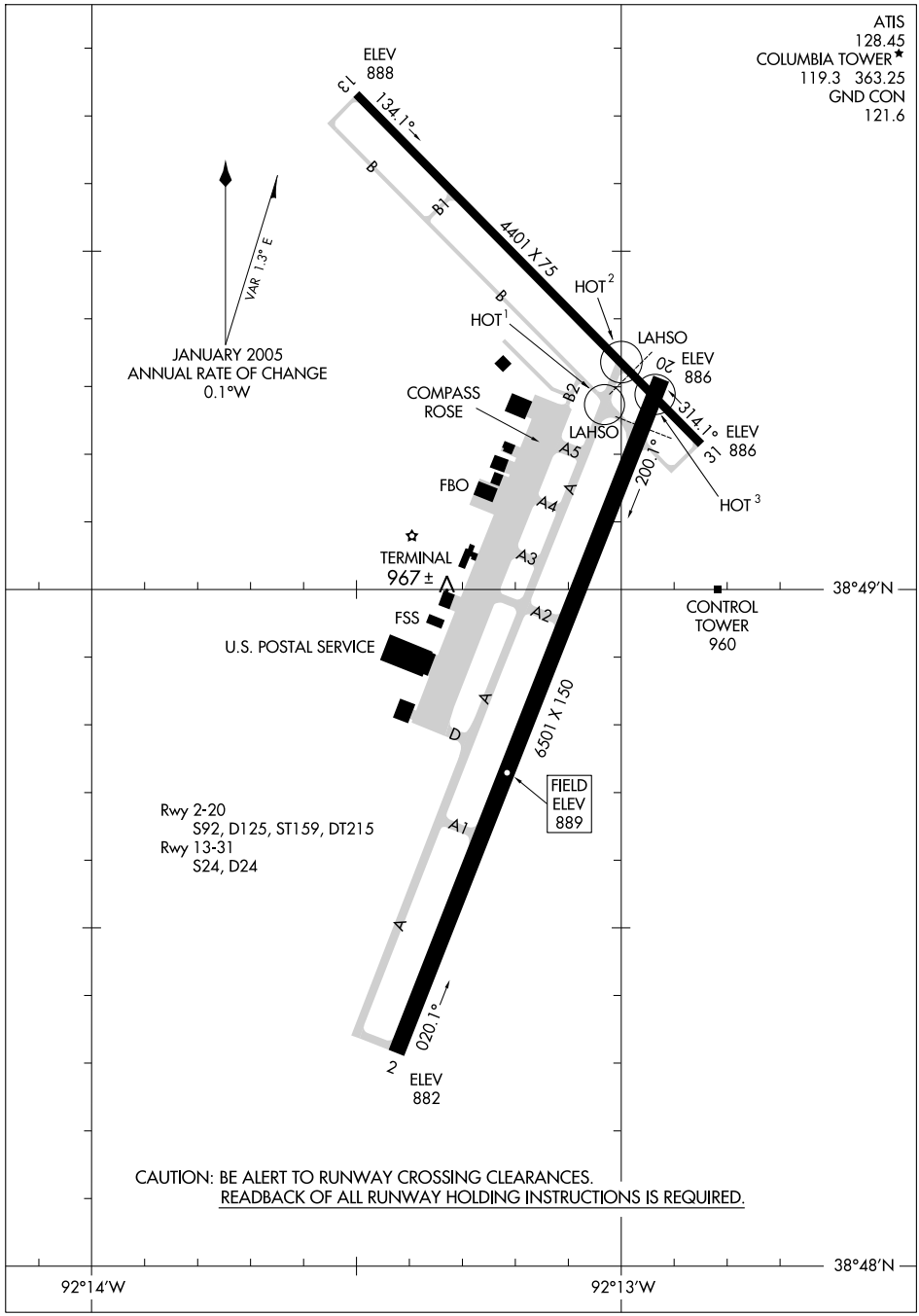
REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-5595 (FAA)

COLUMBIA RGNL (COU)
COLUMBIA, MISSOURI



LOC/DME I-COU	APP CRS	Rwy ldg	6500
110.7	018°	TDZE	889
Chan 44		Apt Elev	889

ILS or LOC/DME RWY 2

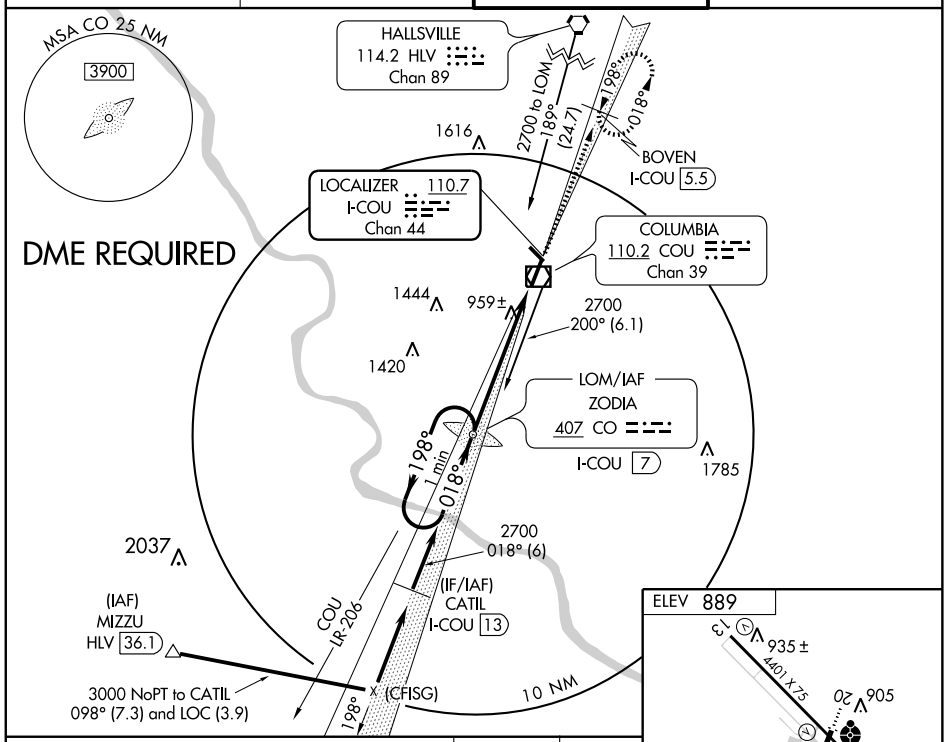
COLUMBIA RGNL (COU)

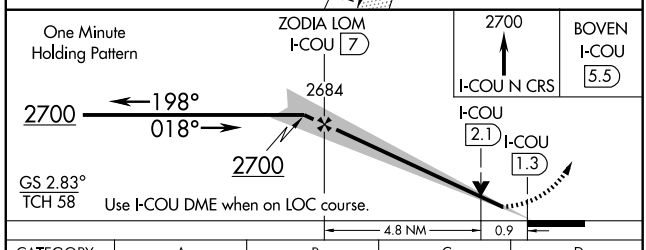
For inoperative MALSR, increase S-LOC 2 Cat D visibility to RVR 5000.
When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC 2 Cat C visibility to 4000 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA when using Jefferson City altimeter setting.
For inoperative MALSR when using Jefferson City altimeter setting, increase S-ILS 2 all Cats visibility to 1 mile. DME required.

MALSR

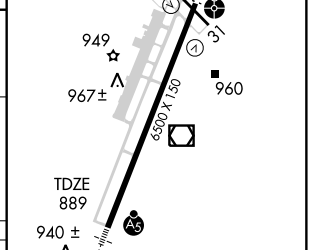
MISSED APPROACH: Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER *	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6





CATEGORY	A	B	C	D
S-ILS 2	*1089/24 200 (200-½)			
S-LOC 2	1220/24 331 (400-½)			1220/40 331 (400-¾)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



NC-3, 03 JUN 2010 to 01 JUL 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

LOC/DME BC RWY 20

COLUMBIA RGNL (COU)

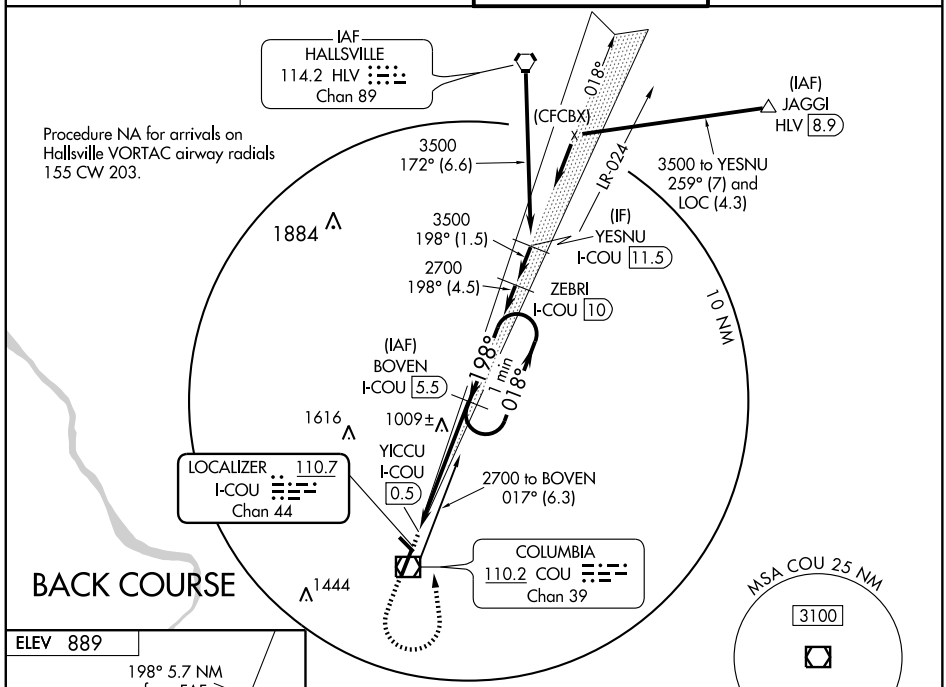
LOC/DME I-COU	APP CRS	Rwy ldg	6500
110.7	198°	TDZE	889
Chan 44		Apt Elev	889

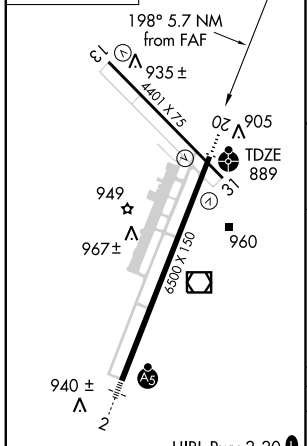
When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ¼ mile.

ODALS

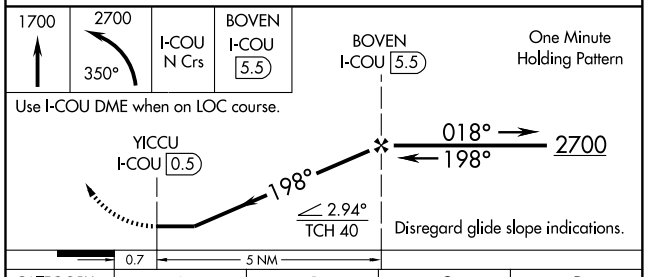
MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6





HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31



CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

WAAS CH 77599 W02A	APP CRS 018°	Rwy ldg 6500 TDZE 889 Apt Elev 889

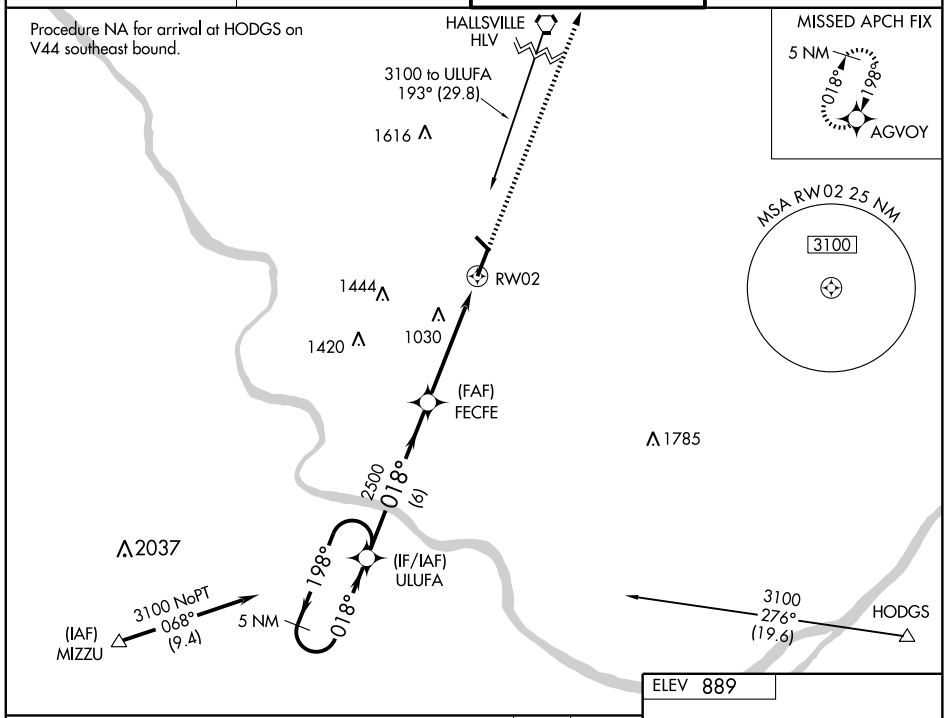
RNAV (GPS) RWY 2
COLUMBIA RGNL (COU)

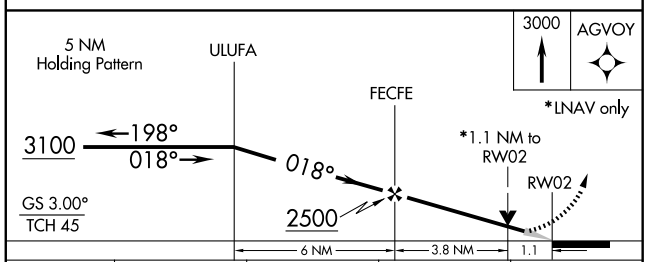
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16°C (3°F).
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

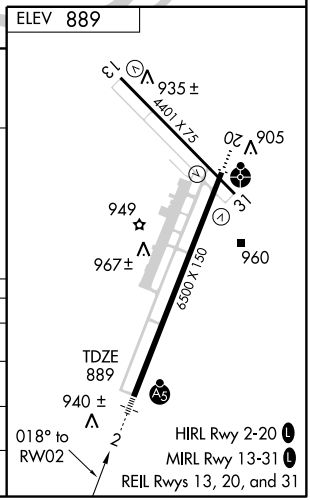
MALSR

MISSED APPROACH: Climb to 3000 direct AGVOY and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER *	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
LPV DA	1139/24 250 (300-½)			
LNAV/VNAV DA	1190/24 301 (400-½)			1190/40 301 (400-¾)
LNAV MDA	1280/24 391 (400-½)			1280/50 391 (400-1)
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

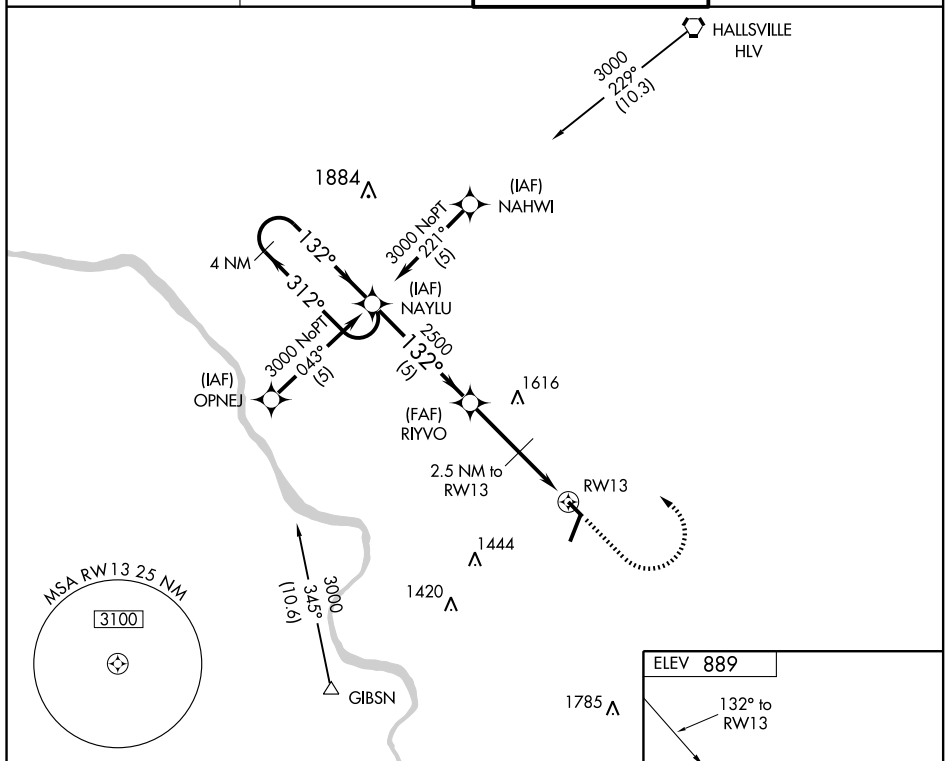
APP CRS	Rwy ldg	4401
132°	TDZE	888
	Apt Elev	889

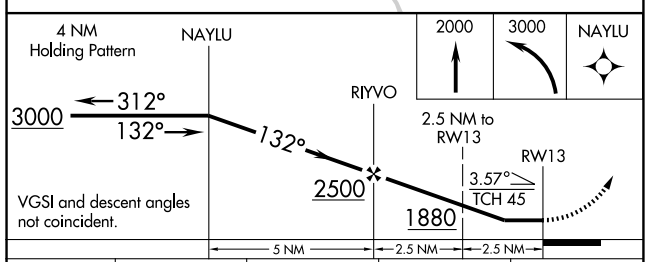
RNAV (GPS) RWY 13
COLUMBIA RGNL (COU)

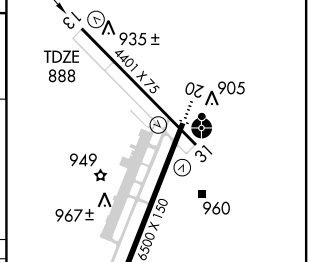
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1200-1 312 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

COLUMBIA, MISSOURI

AL-5595 (FAA)

WAAS CH 93599 W20A	APP CRS 198°	Rwy ldg 6500 TDZE 889 Apt Elev 889

RNAV (GPS) RWY 20
COLUMBIA RGNL (COU)

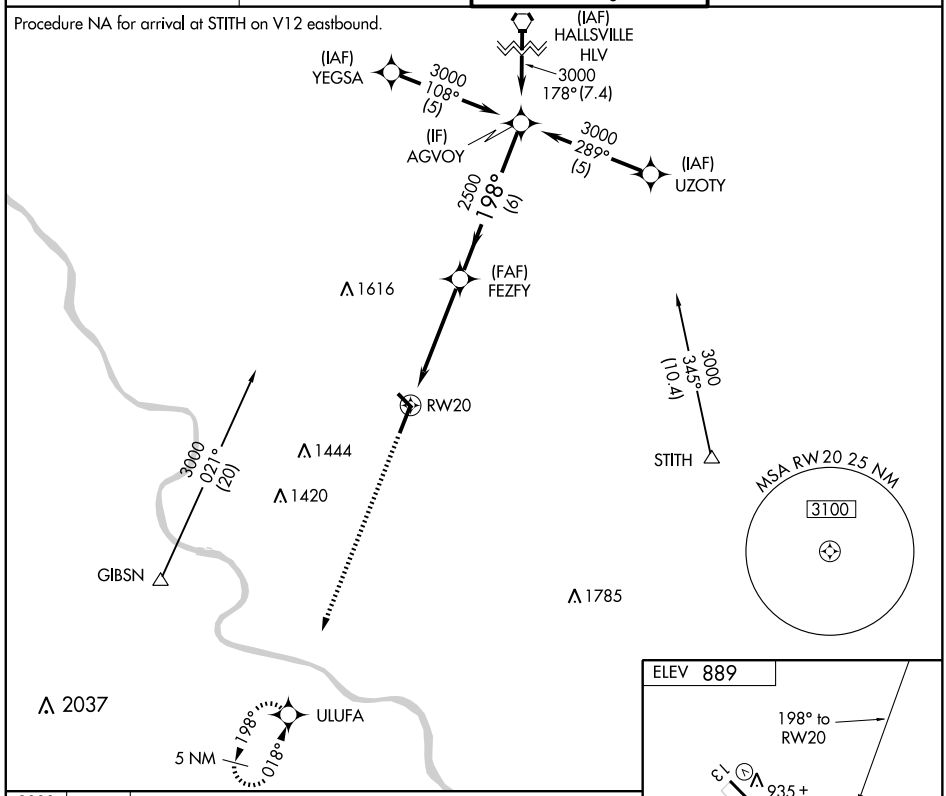
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (3°F).
Inoperative table does not apply to LPV.

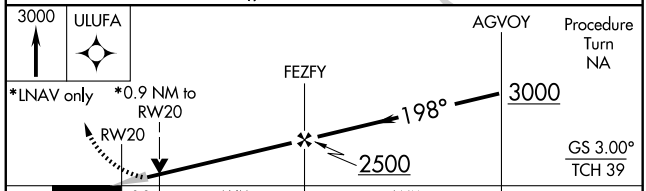
ODALS

MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

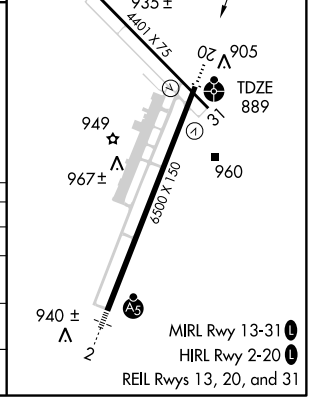
ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6

Procedure NA for arrival at STITH on V12 eastbound.





CATEGORY	A	B	C	D
LPV DA	1139-1 250 (300-1)			
LNAV/VNAV DA	1185-¾ 296 (300-¾)			1185-1 296 (300-1)
LNAV MDA	1220-¾ 331 (400-¾)			1220-1 331 (400-1)
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



NC-3, 03 JUN 2010 to 01 JUL 2010

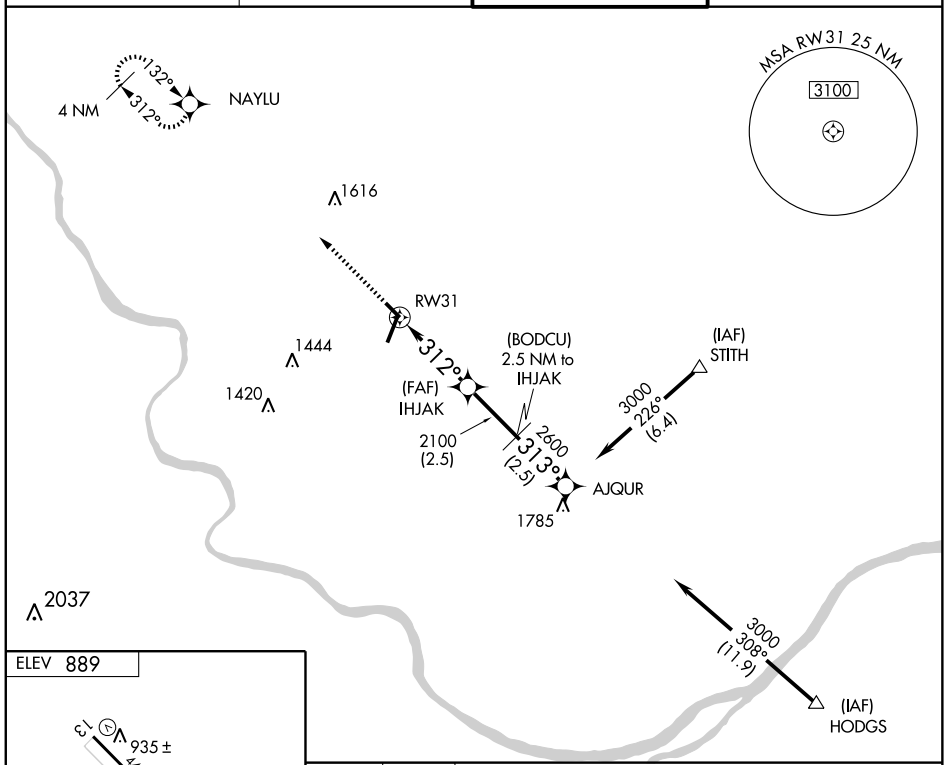
APP CRS	Rwy ldg	4401
312°	TDZE	888
	Apt Elev	889

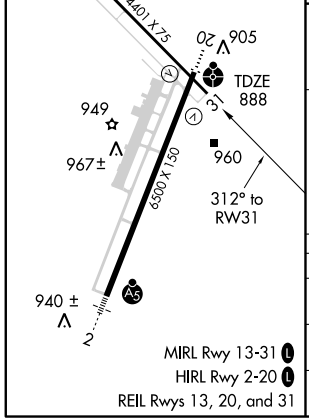
RNAV (GPS) RWY 31
COLUMBIA RGNL (COU)

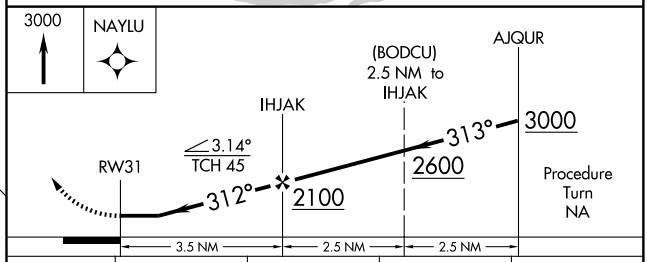
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 332 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

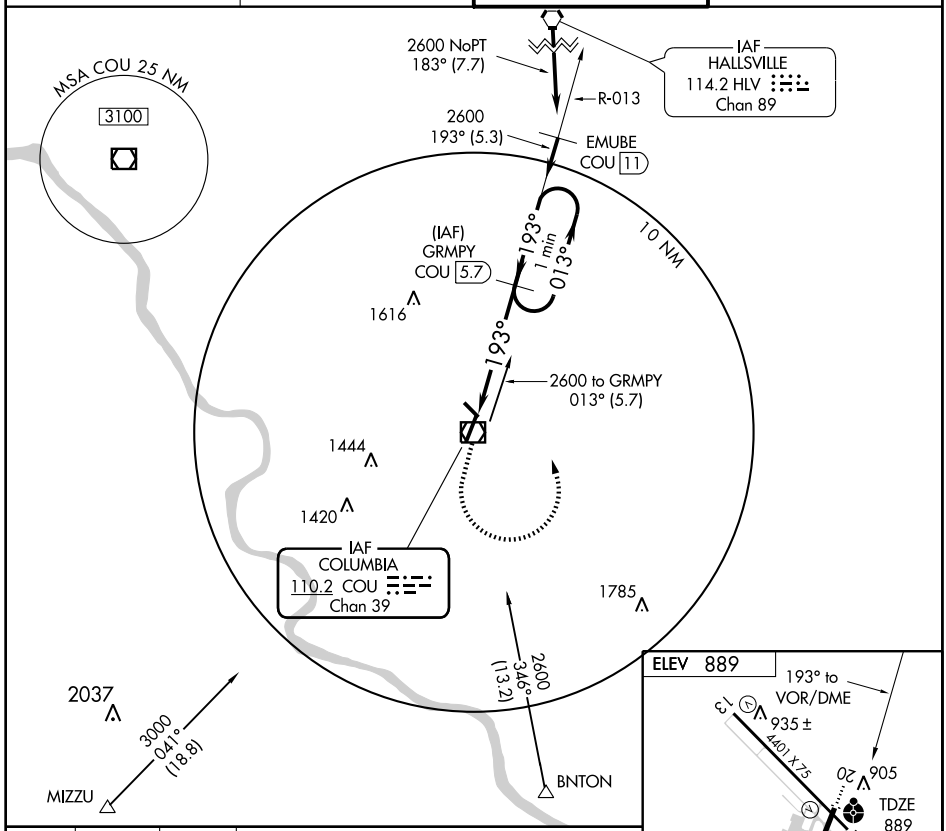
VOR/DME COU 110.2 Chan 39	APP CRS 193°	Rwy ldg 6500 TDZE 889 Apt Elev 889

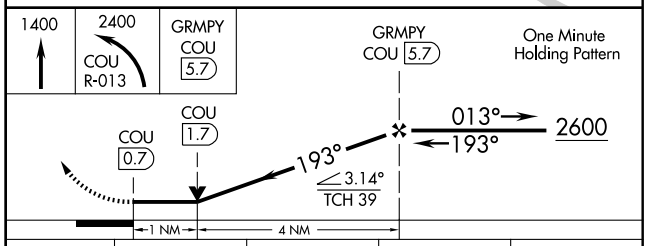
VOR/DME RWY 20
COLUMBIA RGNL (COU)

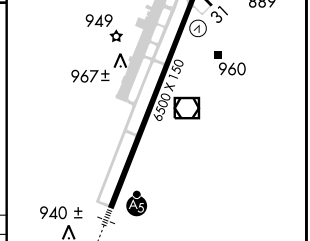
ODALS

MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

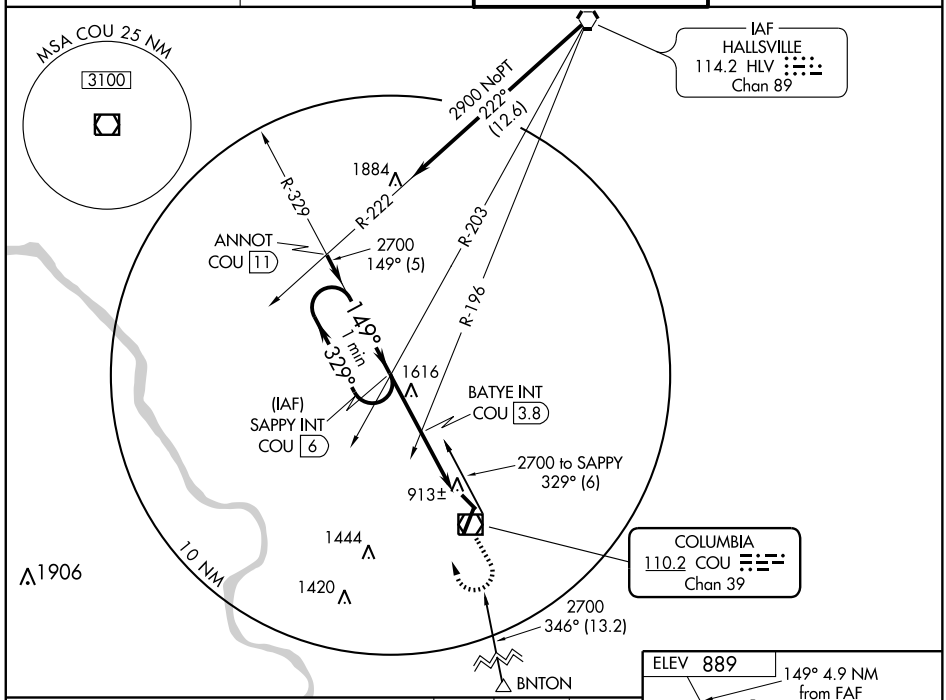
NC-3, 03 JUN 2010 to 01 JUL 2010

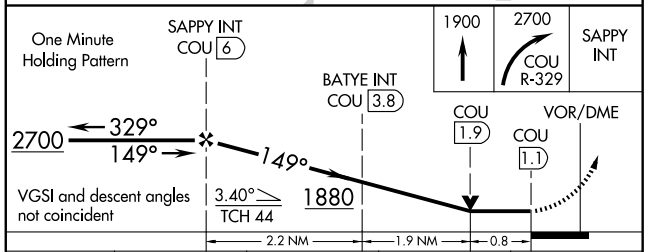
VOR/DME COU 110.2 Chan 39	APP CRS 149°	Rwy ldg 4401 TDZE 888 Apt Elev 889

VOR RWY 13
COLUMBIA RGNL (COU)

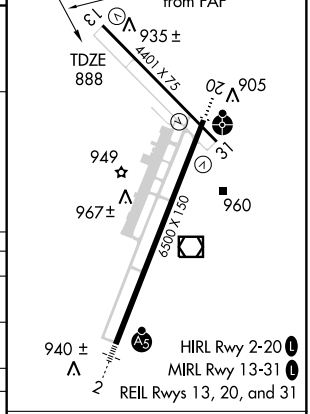
MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6





CATEGORY	A	B	C	D
S-13	1880-1¼ 992 (1000-1¼)	1880-1½ 992 (1000-1½)	1880-3 992 (1000-3)	NA
CIRCLING	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3 991 (1000-3)	NA
BATYE FIX MINIMUMS				
S-13	1200-1 312 (400-1)			NA
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	NA



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3. 03 JUN 2010 to 01 JUL 2010

VOR/DME COU	APP CRS	Rwy ldg	6500
110.2	196°	TDZE	889
Chan 39		Apt Elev	889

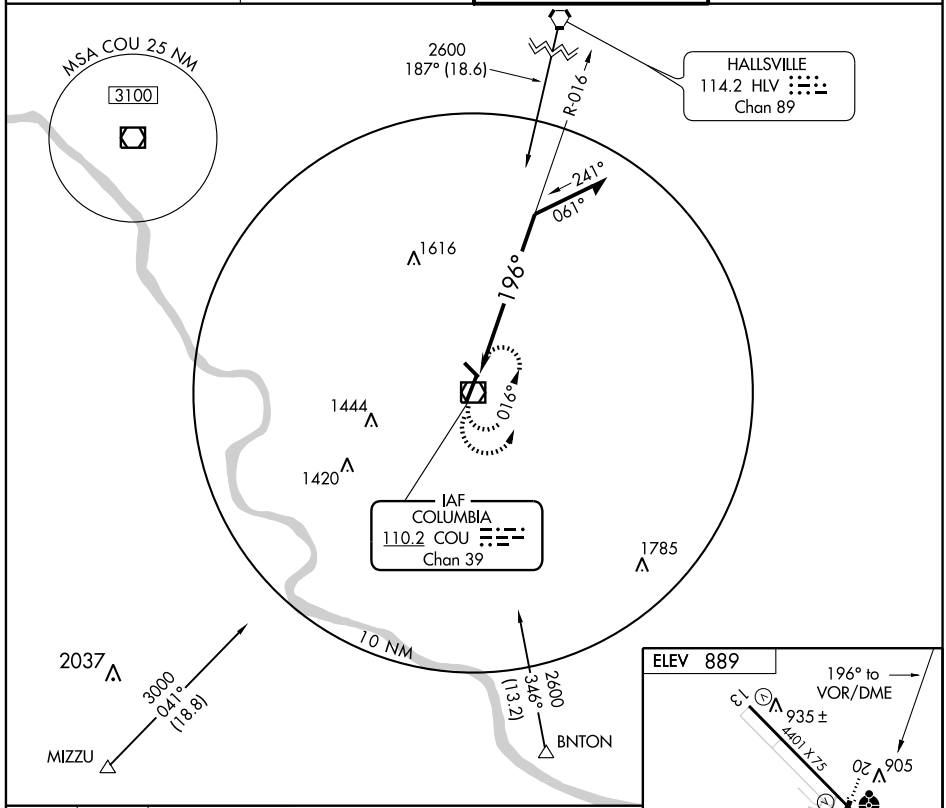
VOR RWY 20
COLUMBIA RGNL (COU)

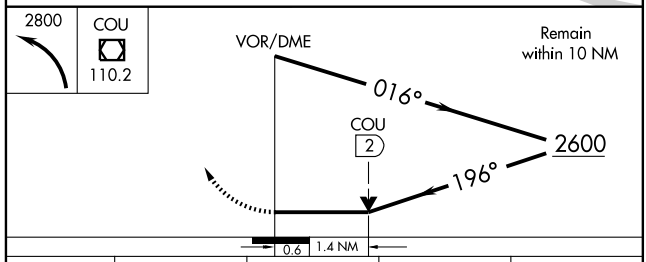
Inoperative table does not apply to Cat C.

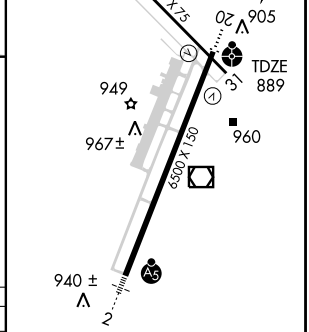
ODALS

MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6







HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

CATEGORY	A	B	C	D
S-20	1360-¾ 471 (500-¾)		1360-1¼ 471 (500-1¼)	
CIRCLING	1360-1 471 (500-1)		1360-1½ 471 (500-1½)	1440-2 551 (600-2)

NDB UBX 380	APP CRS 030°	Rwy ldg N/A TDZE N/A Apt Elev 1023

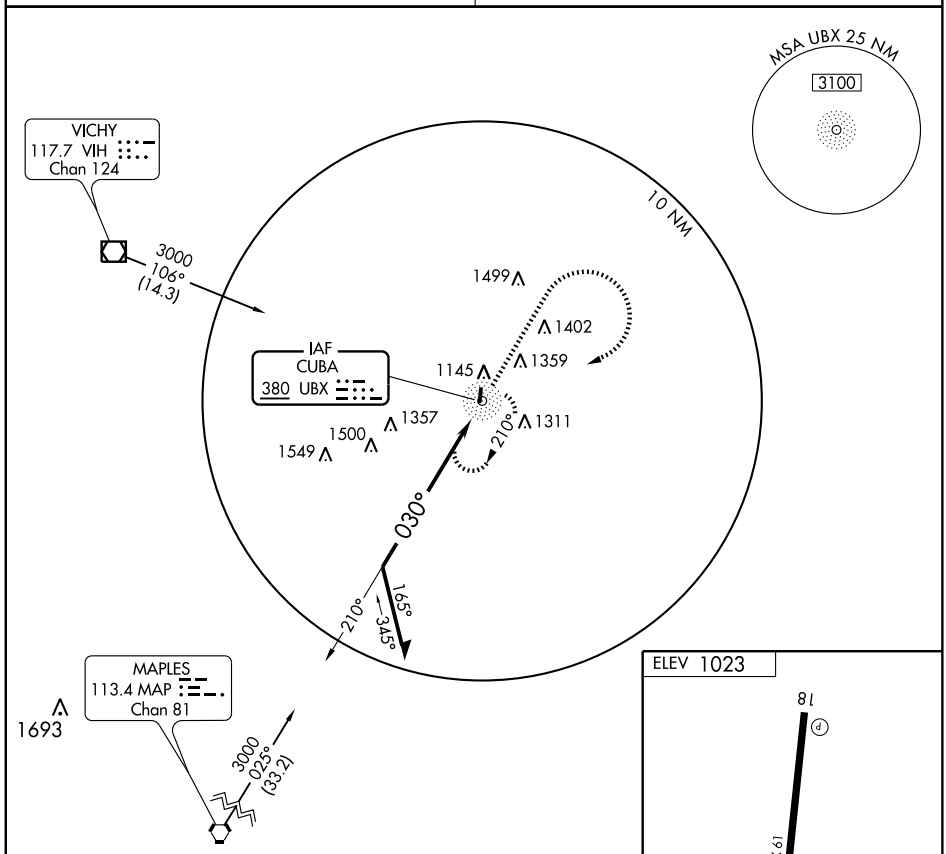
NDB-A
CUBA MUNI (UBX)

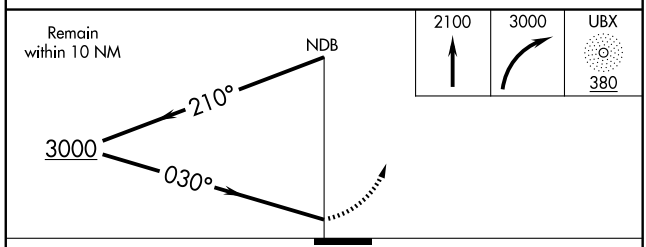
Use Rolla National altimeter setting.

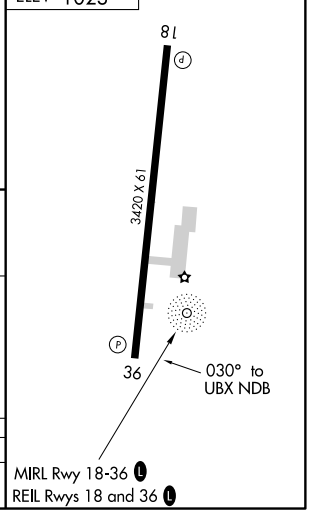
NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct UBX NDB and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1640-1 617 (700-1)		NA	

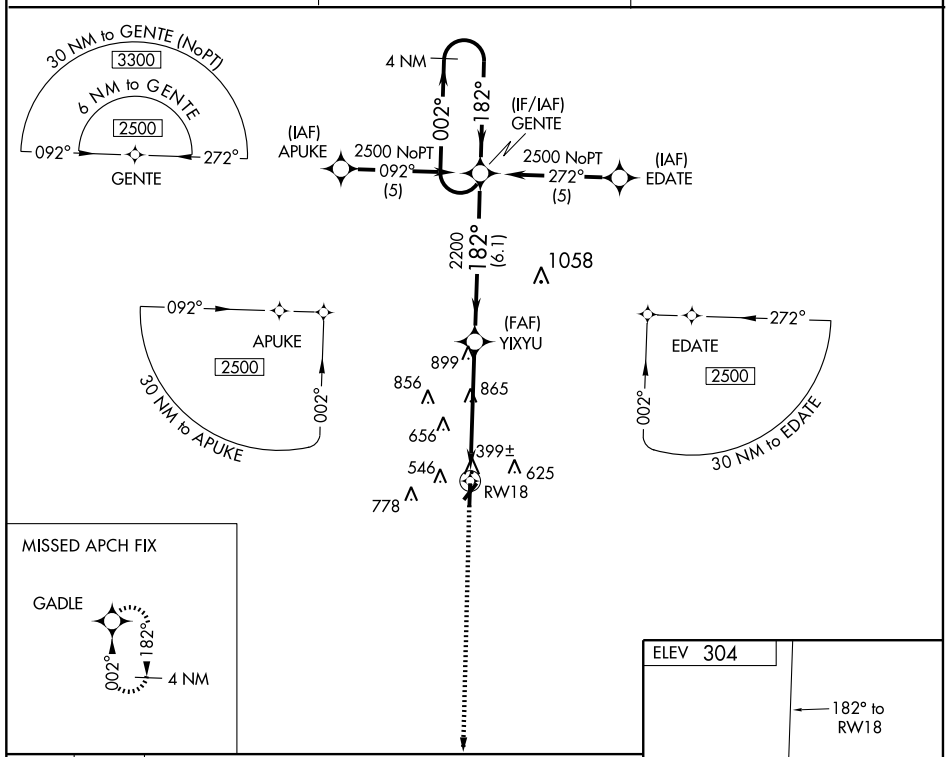
WAAS	APP CRS	Rwy ldg	5000
Ch 62808	182°	TDZE	304
W18A		Apt Elev	304

RNAV (GPS) RWY 18
DEXTER MUNI (DXE)

T NA BARO-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct GADLE and hold.

POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	724-1¼ 420 (500-1¼)			NA
LNAV/VNAV DA	854-1¾ 550 (600-1¾)			NA
LNAV MDA	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA
CIRCLING	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS Ch 50507 W36A	APP CRS 002°	Rwy ldg 5000 TDZE 298 Apt Elev 304

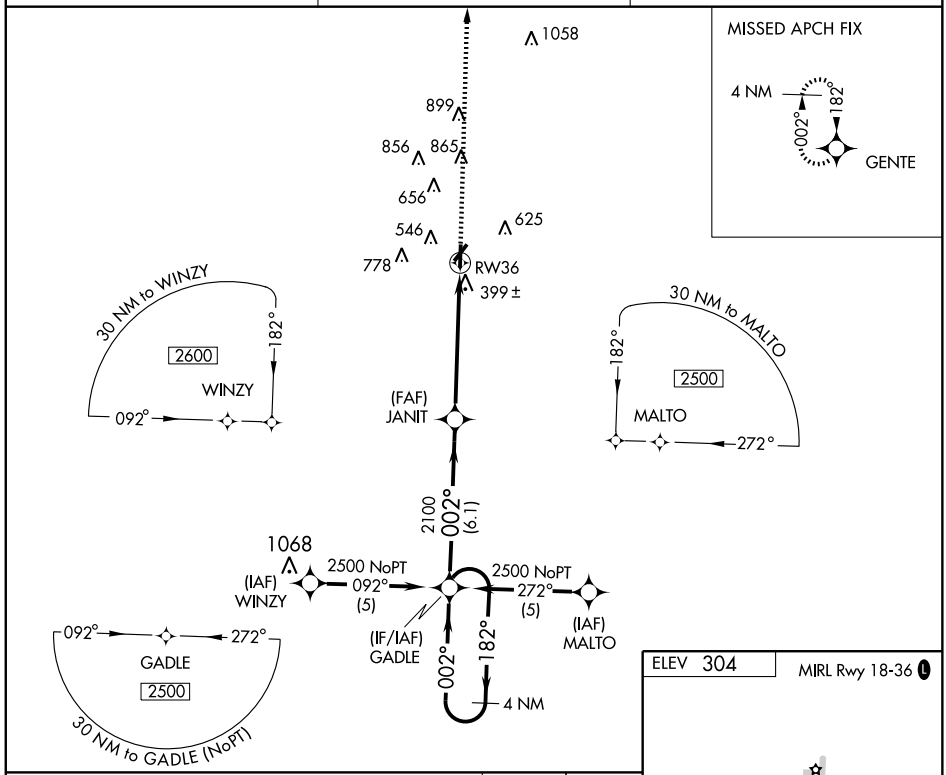
RNAV (GPS) RWY 36
DEXTER MUNI (DXE)

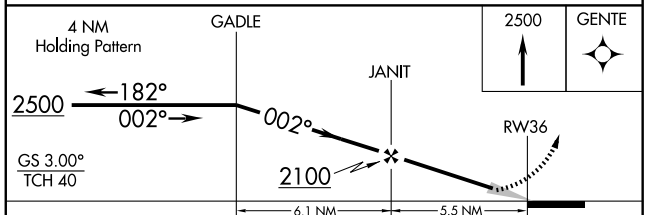
T NA

Baro-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GENTE and hold.

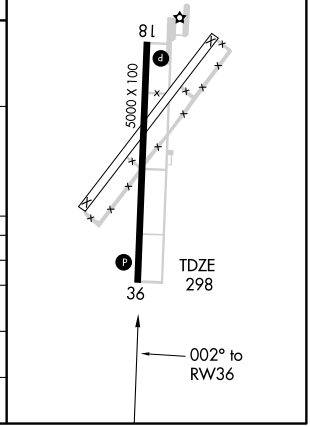
POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L





ELEV 304

MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	595-1 297 (300-1)			
LNAV/VNAV DA	795-1¾ 497 (500-1¾)			
LNAV MDA	880-1 582 (600-1)		880-1½ 582 (600-1½)	880-1¾ 582 (600-1¾)
CIRCLING	960-1 656 (700-1)		1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

NC-3, 03 JUN 2010 to 01 JUL 2010

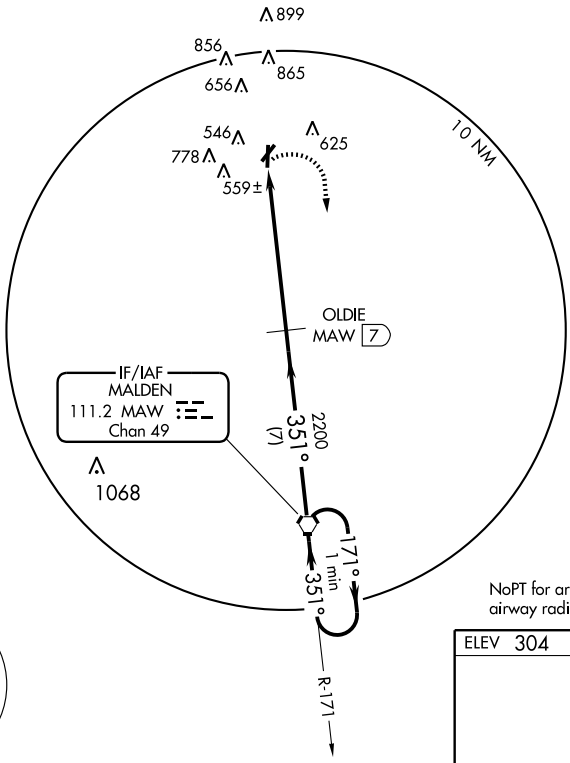
VORTAC MAW	APP CRS	Rwy ldg	5000
111.2	351°	TDZE	298
Chan 49		Apt Elev	304

VOR/DME RWY 36
DEXTER MUNI (DXE)

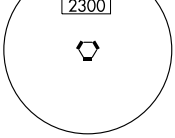
T NA Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.

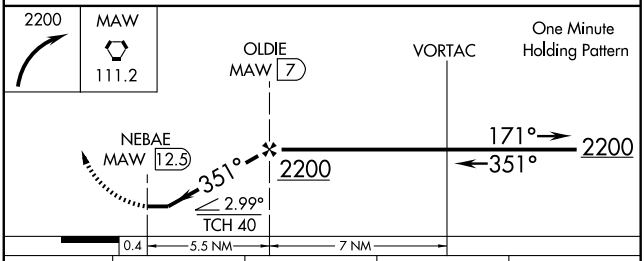
MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L

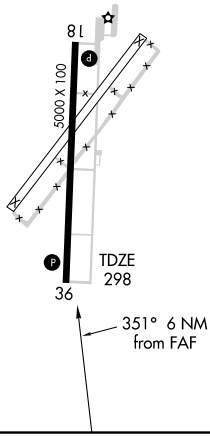


NoPT for arrival on MAW VORTAC airway radials 059 clockwise 239.





ELEV 304 MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-36	920-1	622 (700-1)	920-1¾ 622 (700-1¾)	920-2 622 (700-2)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC ANX	APP CRS	Rwy ldg	2000
114.0	161°	TDZE	998
Chan 87		Apt Elev	998

VOR or GPS RWY 19

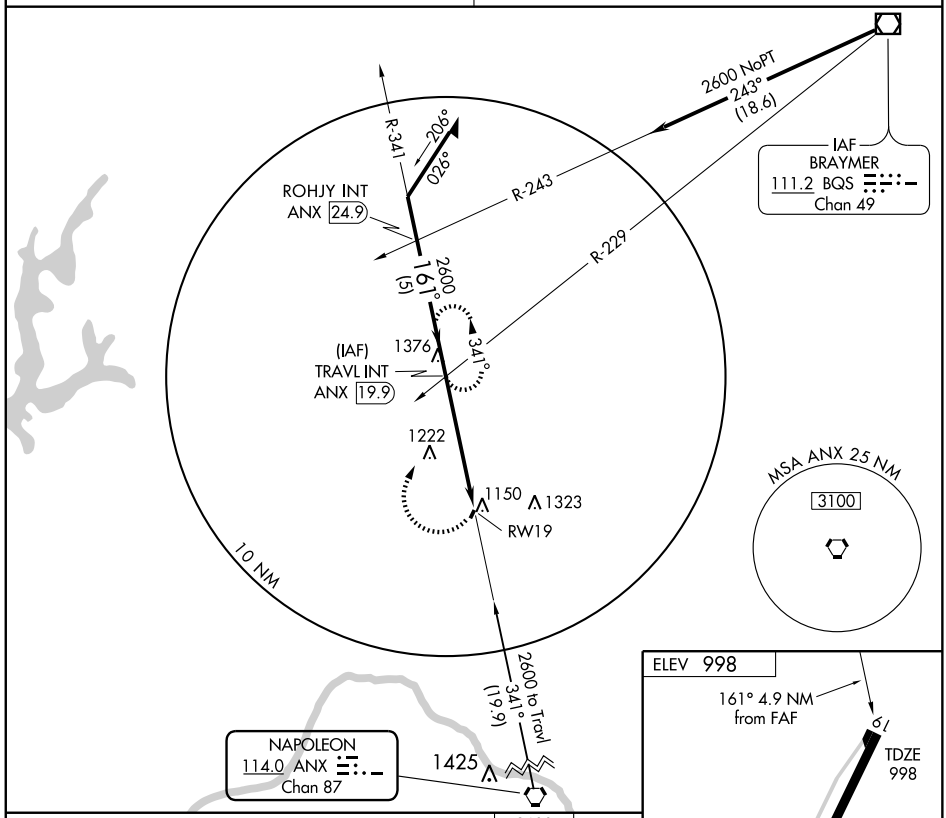
EXCELSIOR SPRINGS MEMORIAL (3EX)

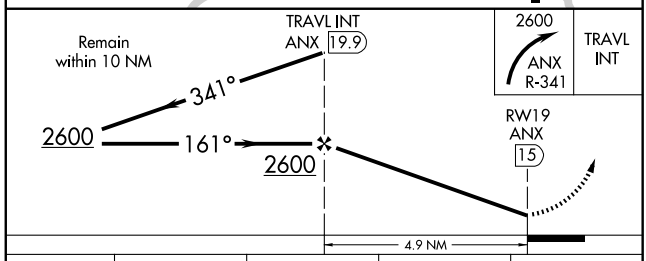
Use Charles B. Wheeler Downtown altimeter setting.

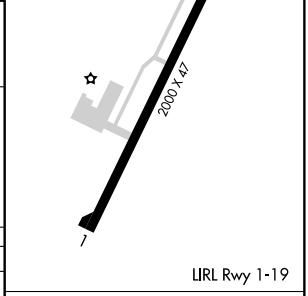
NA

MISSED APPROACH: Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.

KANSAS CITY APP CON	UNICOM
118.4 294.7	122.7 (CTAF)







CATEGORY	A	B	C	D
S-19	1620-1 622 (700-1)		NA	
CIRCLING	1620-1 622 (700-1)		NA	

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3. 03 JUN 2010 to 01 JUL 2010

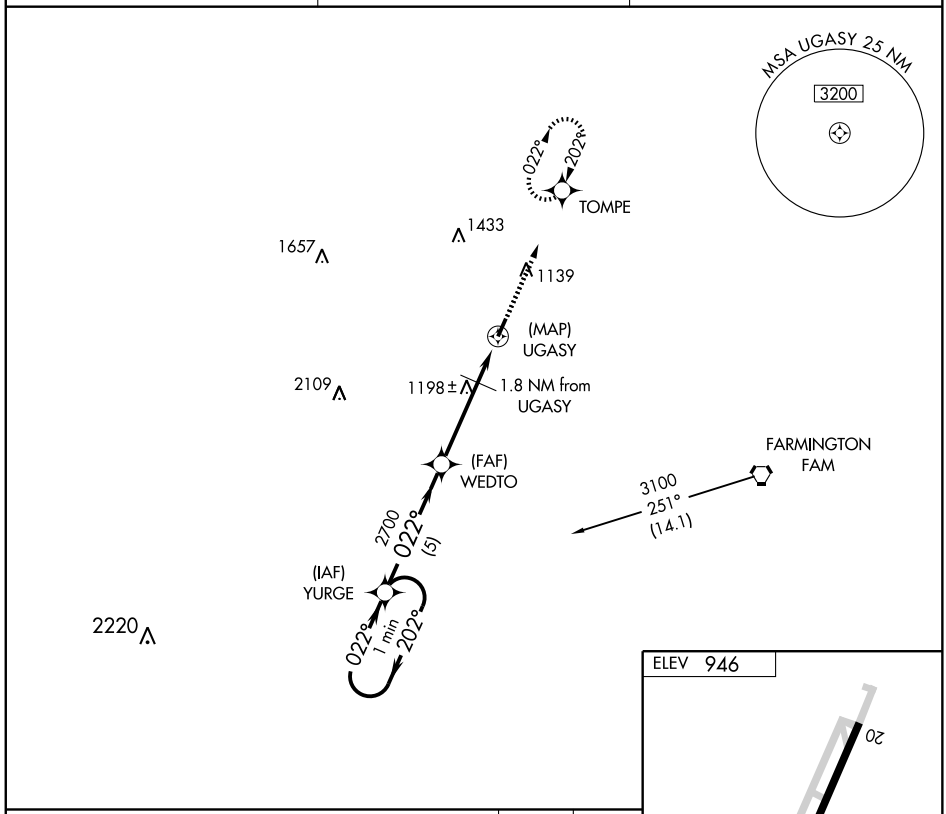
APP CRS	Rwy ldg	3999
022°	TDZE	946
	Apt Elev	946

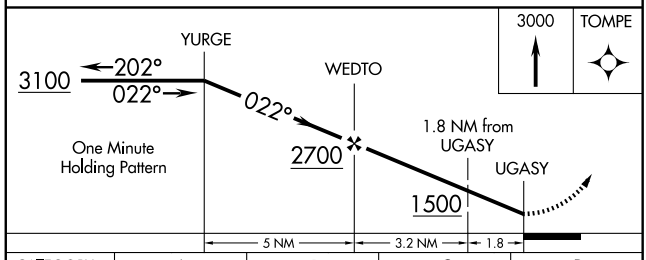
GPS RWY 2
FARMINGTON RGNL (FAM)

NA

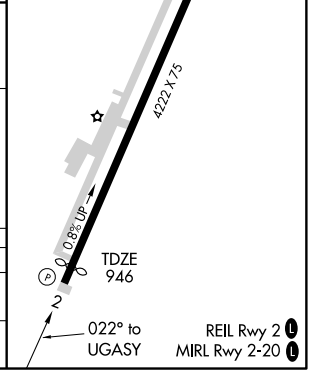
MISSED APPROACH: Climb to 3000 direct TOMPE WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1300-1 354 (400-1)		NA	
CIRCLING	1440-1 494 (500-1)		NA	



NC-3, 03 JUN 2010 to 01 JUL 2010

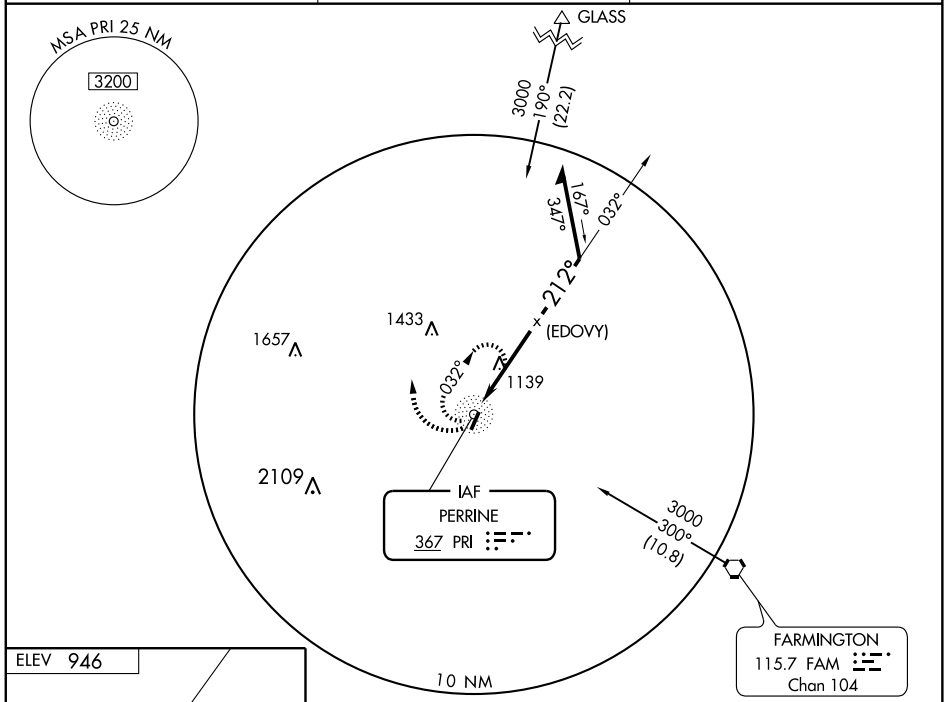
NDB PRI	APP CRS	Rwy ldg	4222
367	212°	TDZE	946
		Apt Elev	946

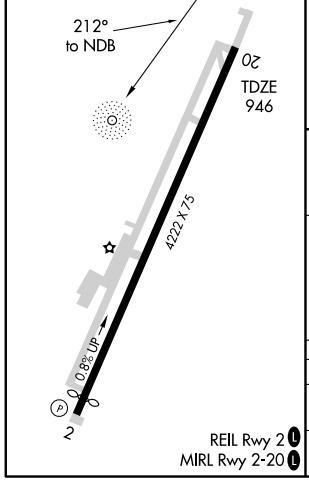
NDB or GPS RWY 20
FARMINGTON RGNL (FAM)

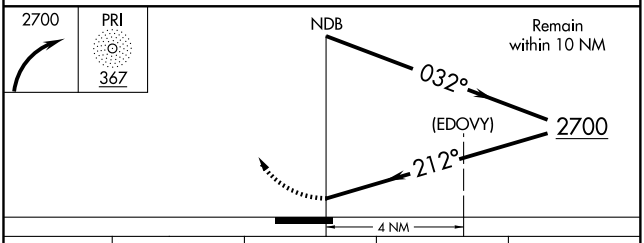
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	
CIRCLING	1740-1 794 (800-1)	1740-1¼ 794 (800-1¼)	NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

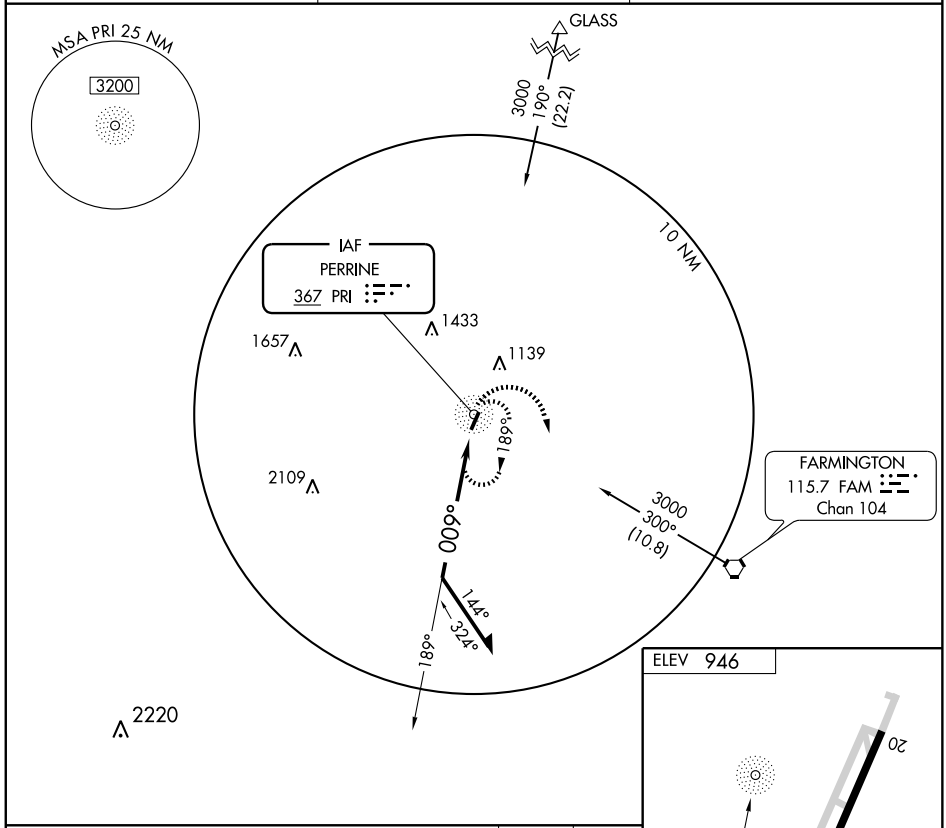
NDB PRI	APP CRS	Rwy ldg	3999
367	009°	TDZE	946
		Apt Elev	946

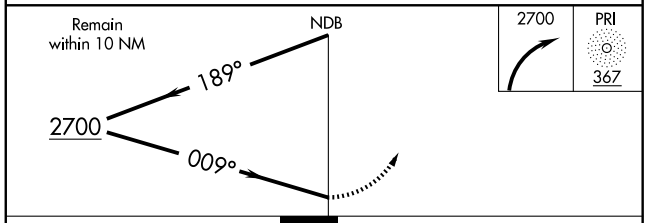
NDB RWY 2
FARMINGTON RGNL (FAM)

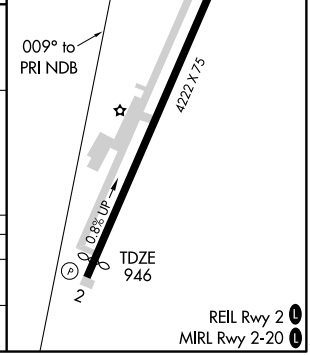
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF)







CATEGORY	A	B	C	D
S-2	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	
CIRCLING	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

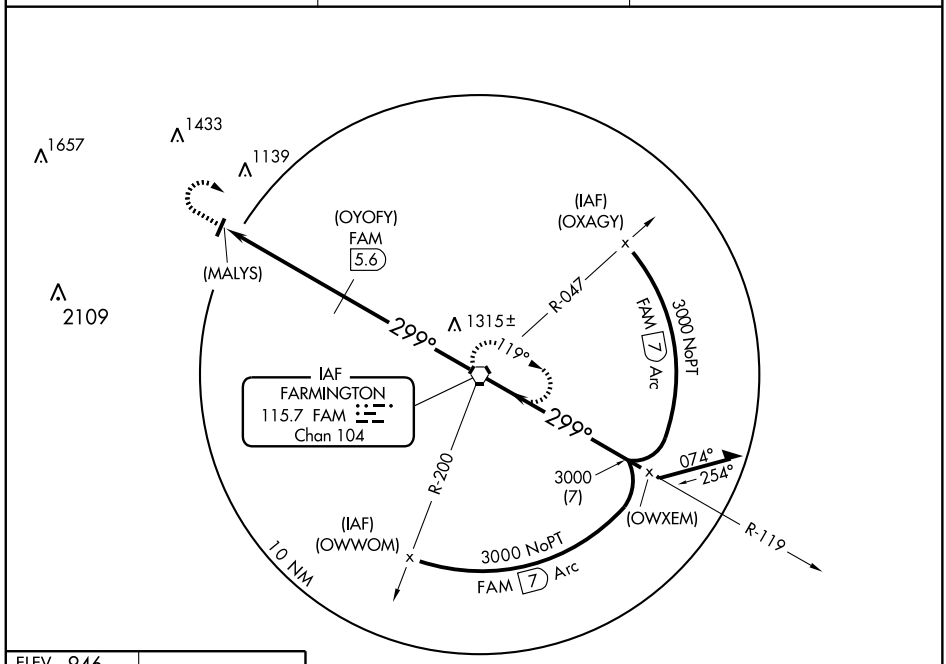
VORTAC FAM 115.7 Chan 104	APP CRS 299°	Rwy ldg N/A TDZE N/A Apt Elev 946

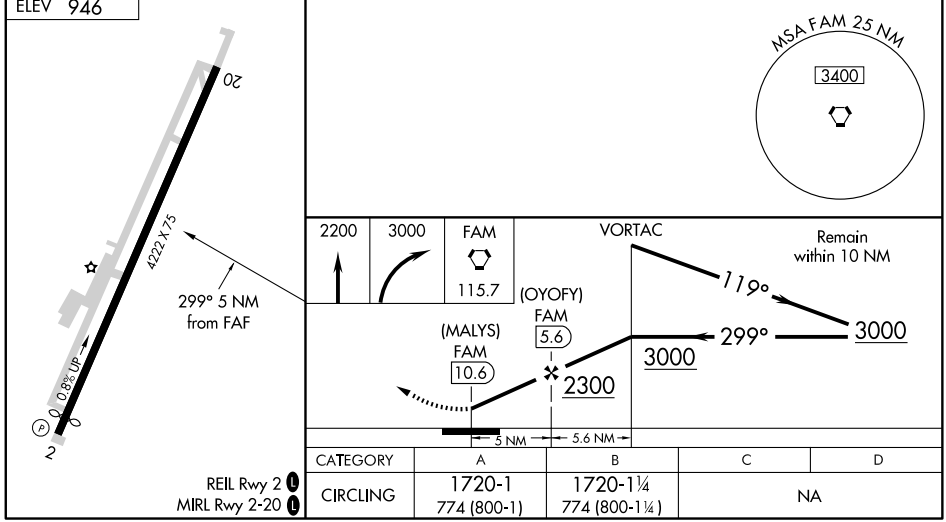
VOR/DME or GPS-A
FARMINGTON RGNL (FAM)

NA

MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF)





REIL Rwy 2
MIRL Rwy 2-20

CATEGORY	A	B	C	D
CIRCLING	1720-1 774 (800-1)	1720-1¼ 774 (800-1¼)	NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

NDB FES 269	APP CRS 357°	Rwy ldg 2202 TDZE 431 Apt Elev 433

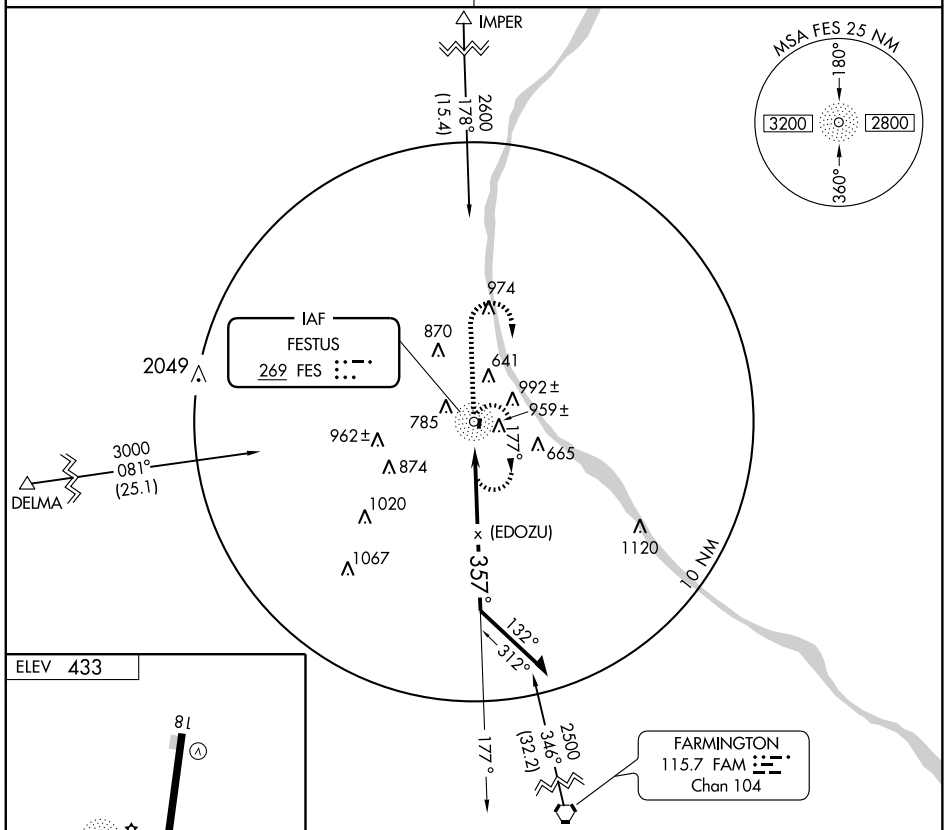
NDB or GPS RWY 36
FESTUS MEMORIAL (FES)

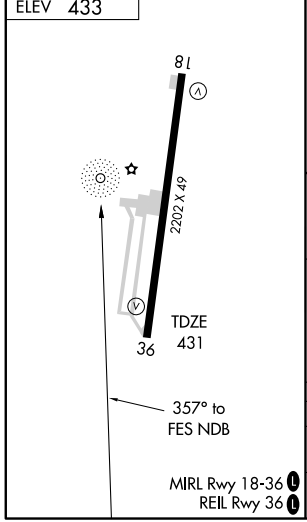
NA

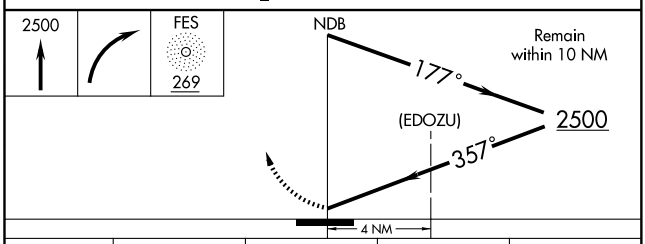
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-36	1520-1¼ 1089 (1100-1¼)	1520-1½ 1089 (1100-1½)	NA	
CIRCLING	1520-1¼ 1087 (1100-1¼)	1520-1½ 1087 (1100-1½)	NA	

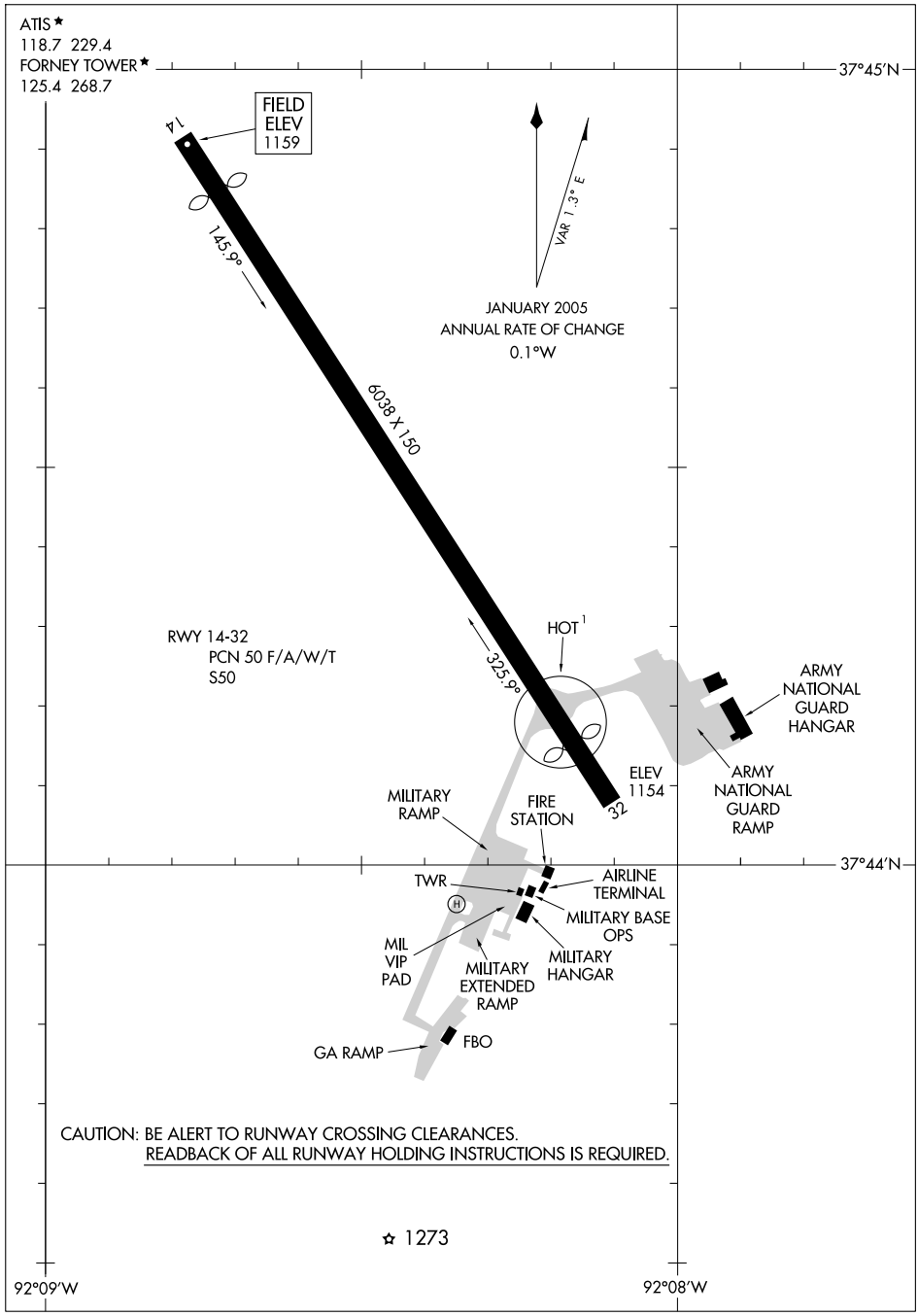
NC-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

FT. LEONARD WOOD/WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

AL-5093 (FAA)

FT. LEONARD WOOD, MISSOURI



LOC/DME I-TBN	APP CRS	Rwy ldg	5537
110.9	144°	TDZE	1158
Chan 46		Apt Elev	1159

ILS or LOC RWY 14

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

When local altimeter setting not received, use Rolla/Vichy altimeter setting.
VDP NA when using Rolla/Vichy altimeter setting.
For inoperative MALSR, increase S-LOC-14 Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

ATIS★	KANSAS CITY CENTER	FORNEY TOWER★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7

Transition to PIMEW INT requires use of SHY R-111 and VIH R-237.
Transition to GIJOE INT requires use of TBN R-323 and VIH R-224.

3000 NoPT 111° (16.9)
IAF SUNSHINE 108.4 SHY Chan 21
3000 224° (30.9)
VICHY 117.7 VIH Chan 124
324° R-324 144° 324° 189° 009° R-237 R-224
(IF) PIMEW INT I-TBN 13
3000 144° (6.7)
R-323 1341
(IAF) GIJOE OM I-TBN 6.3
3000 to GIJOE 323° (5.8)
144° 1349 1219± 1320 1271
FORNEY 110.0 TBN
R-4501H
LOCALIZER 110.9 I-TBN Chan 46
1730
MSA TBN 25 NM
2900
10 NM
R-4501F
BUCKHORN 391 BHN
R-4501B
R-4501A
R-44501E
R-4501C,D
CANNON A MOA
LINDBERGH A MOA

ELEV 1159
HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L
1208±
TDZE 1158
144° 5.3 NM from FAF
6038 X 150
1249
14
32
1250
1273

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

Remain within 10 NM
GIJOE OM I-TBN 6.3
324°
2931
3000
144°
3000
I-TBN 1.8
I-TBN 1
GS 3.00°
TCH 49
4.5 NM
0.8

1700	3000	PIMEW INT
	TBN R-324	

CATEGORY	A	B	C	D
S-ILS 14	1358-½ 200 (200-½)			
S-LOC 14	1480-½ 322 (400-½)			1480-¾ 322 (400-¾)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA/VICHY ALTIMETER SETTING MINIMUMS				
S-ILS 14	1427-½ 269 (300-½)			
S-LOC 14	1540-½ 382 (400-½)			1540-¾ 382 (400-¾)
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

FT. LEONARD WOOD, MISSOURI

AL-5093 (FAA)

NDB BHN	APP CRS	Rwy ldg	5537
391	143°	TDZE	1158
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN)

NDB/DME RWY 14

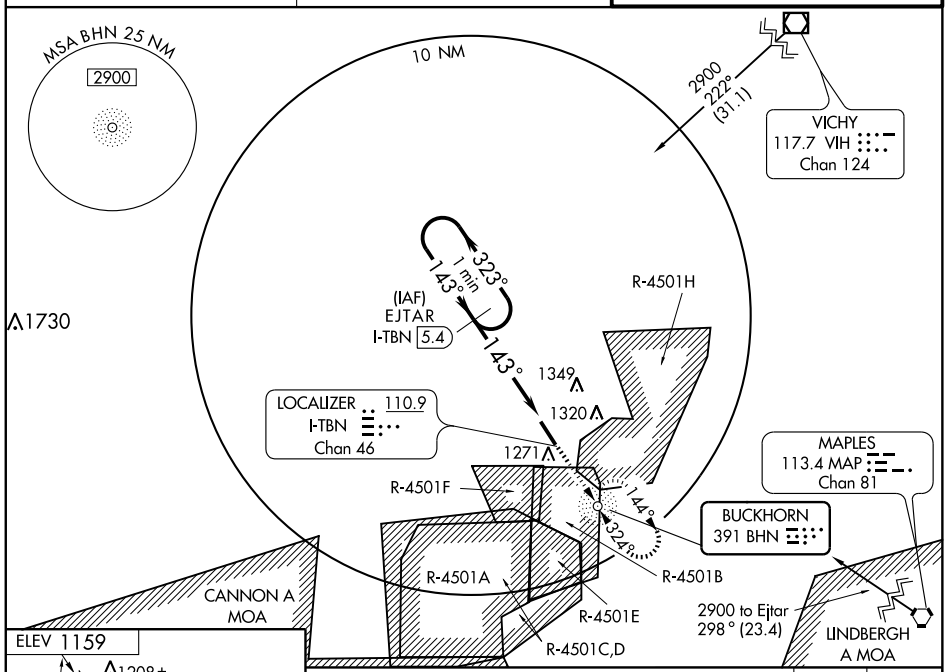
NA

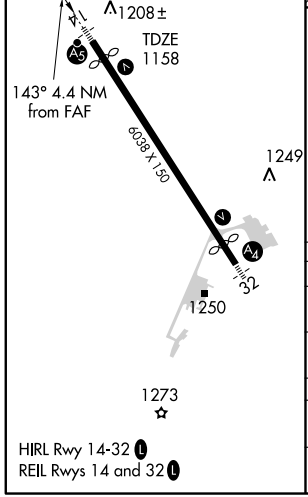
When Forney control tower closed, use Rolla National altimeter setting.
Procedure not authorized when R-4501B or H in use.
Simultaneous reception of I-TBN DME and BHN NDB required.
Inoperative table does not apply.

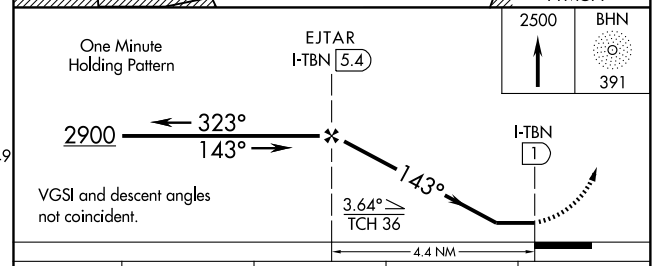
MALSR

MISSED APPROACH: Climb to 2500 direct BHN NDB and hold.

ATIS★	KANSAS CITY CENTER	FORNEY TOWER★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-14	1600-1	442 (500-1)	1600-1¼ 442 (500-1¼)	NA
CIRCLING	1600-1 441 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-14	1680-1	522 (600-1)	1680-1½ 522 (600-1½)	NA
CIRCLING	1680-1	521 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

NDB BHN	APP CRS	Rwy ldg	5512
391	324°	TDZE	1153
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

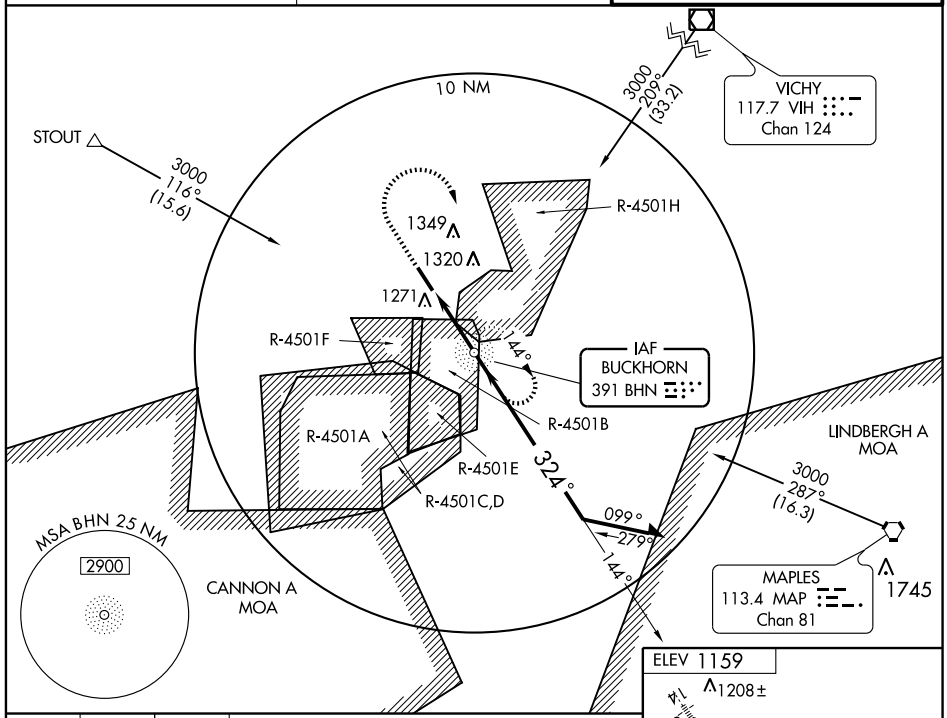
NDB RWY 32

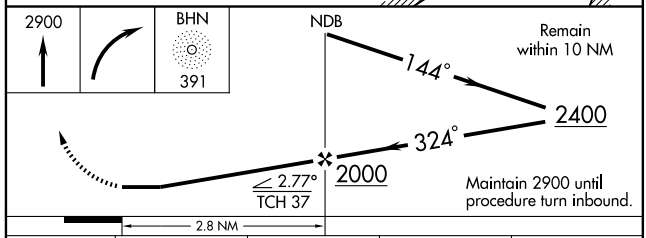
When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

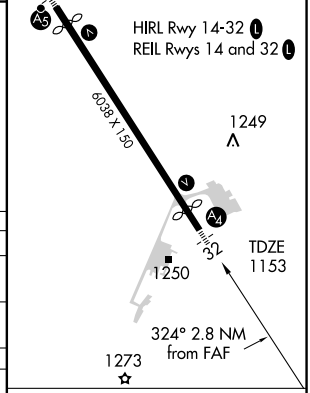
MALS A4

MISSED APPROACH: Climb to 2900 then right turn direct BHN NDB and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1660-1 507 (600-1)		1660-1½ 507 (600-1½)	
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS Chan **53499** W14A	APP CRS **144°**	Rwy ldg **5537** TDZE **1158** Apt Elev **1159**

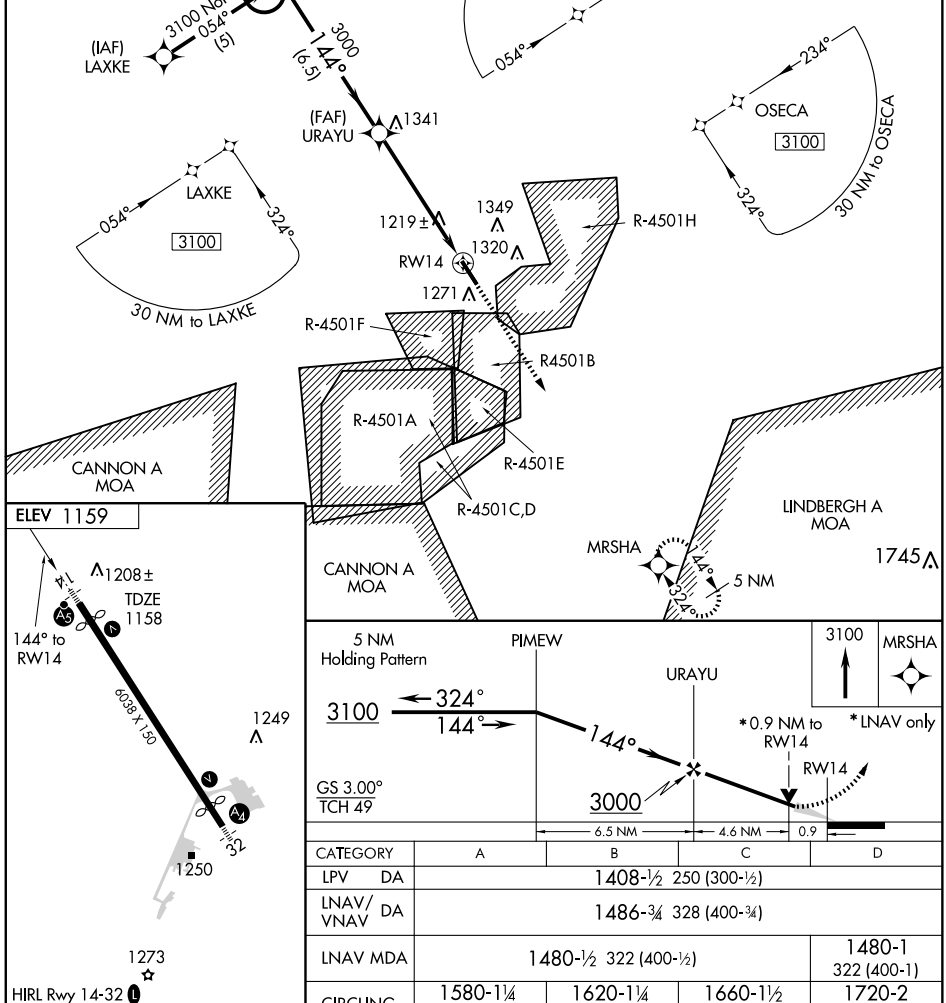
FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 14

DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80' and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat. D.

MALSR

MISSED APPROACH: Climb to 3100 direct MRSHA and hold.

ATIS*	KANSAS CITY CENTER	FORNEY TOWER*
118.7 229.4	**128.35 284.67**	**125.4** (CTAF) (L) **268.7**



CATEGORY	A	B	C	D
LPV DA	1408-½ 250 (300-½)			
LNAV/VNAV DA	1486-¾ 328 (400-¾)			
LNAV MDA	1480-½ 322 (400-½)			1480-1 322 (400-1)
CIRCLING	1580-1¼ 421 (500-1¼)	1620-1¼ 461 (500-1¼)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3. 03 JUN 2010 to 01 JUL 2010

WAAS Chan **99499** W32A	APP CRS **324°**	Rwy ldg **5512** TDZE **1153** Apt Elev **1159**

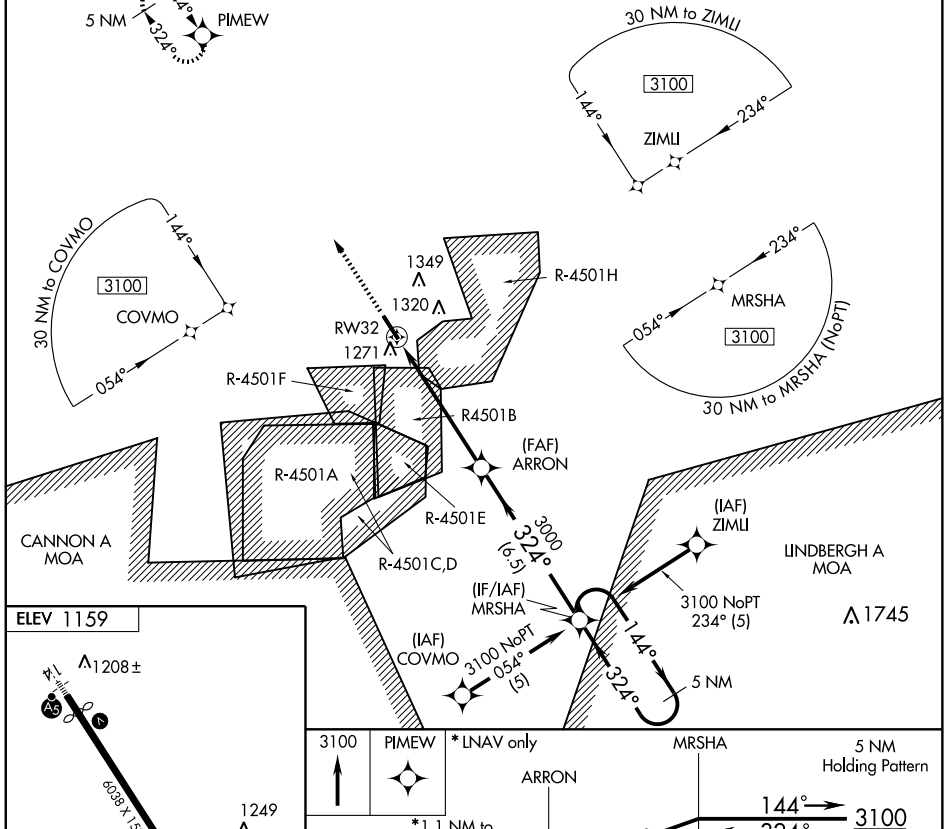
FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 32

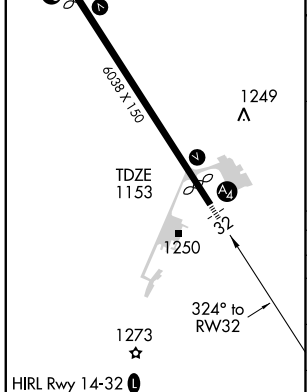
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80′ and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. Inoperative table does not apply.

MALS

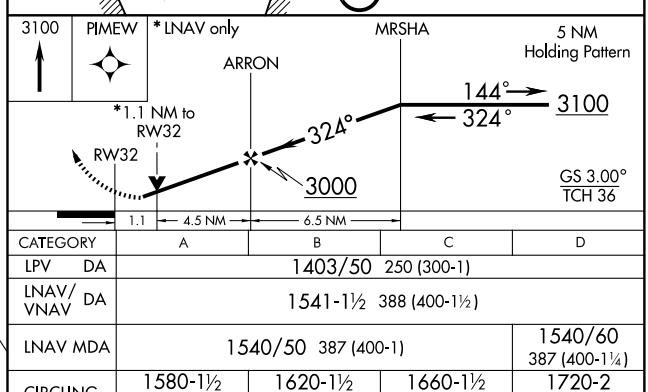
MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

ATIS*	KANSAS CITY CENTER	FORNEY TOWER*
118.7 229.4	**128.35 284.67**	**125.4** (CTAF) L **268.7**





HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA	1403/50 250 (300-1)			
LNAV/VNAV DA	1541-1½ 388 (400-1½)			
LNAV MDA	1540/50 387 (400-1)			1540/60 387 (400-1¼)
CIRCLING	1580-1½ 421 (500-1½)	1620-1½ 461 (500-1½)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

VOR TBN	APP CRS	Rwy ldg	5537
110.0	135°	TDZE	1158
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

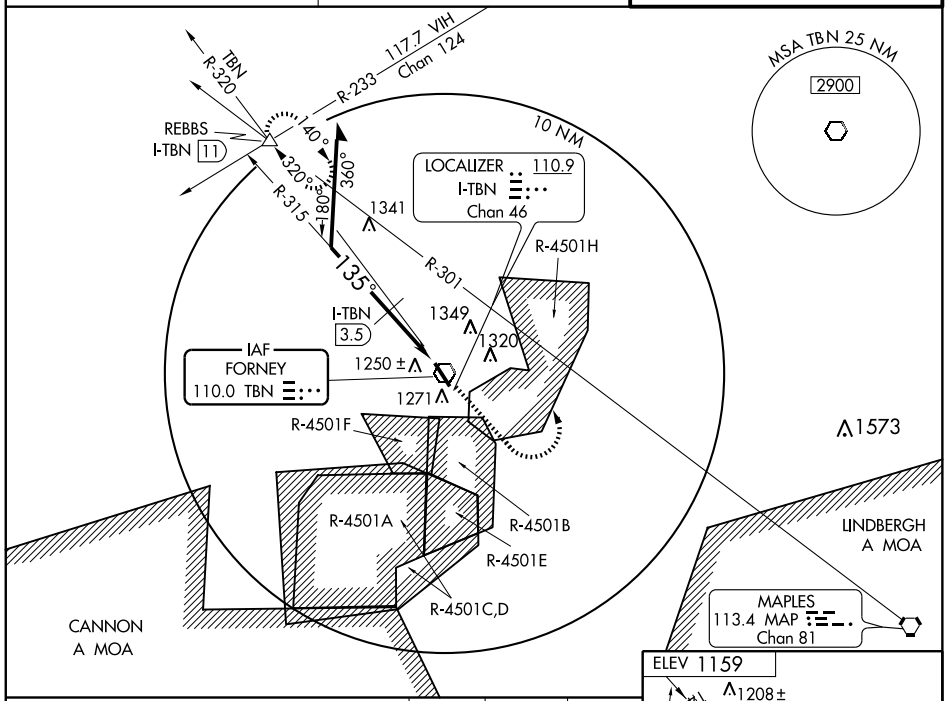
VOR RWY 14

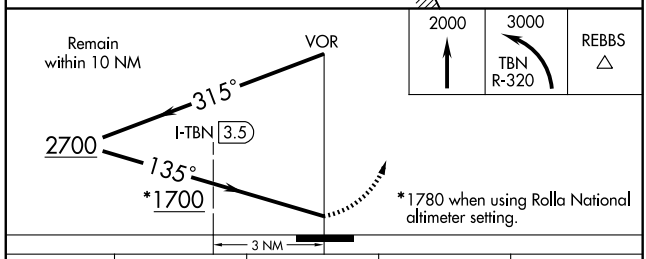
When control tower closed, use Rolla National altimeter setting: Increase all MDAs 80 feet and all visibilities ½ mile. Procedure not authorized when R-4501B or R-4501H in use.

MALSR

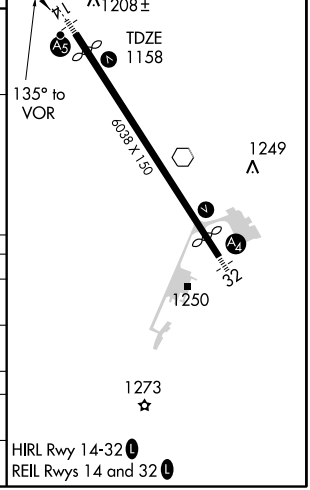
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via TBN R-320 to REBBS Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7





*1780 when using Rolla National altimeter setting.



HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-14	1700-1 542 (600-1)		1700-1½ 542 (600-1½)	1700-1¾ 542 (600-1¾)
CIRCLING	1700-1 541 (600-1)		1700-1½ 541 (600-1½)	1720-2 561 (600-2)
DME MINIMUMS				
S-14	1500-1 342 (400-1)			
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR TBN	APP CRS	Rwy ldg	5512
110.0	326°	TDZE	1153
		Apt Elev	1159

VOR RWY 32

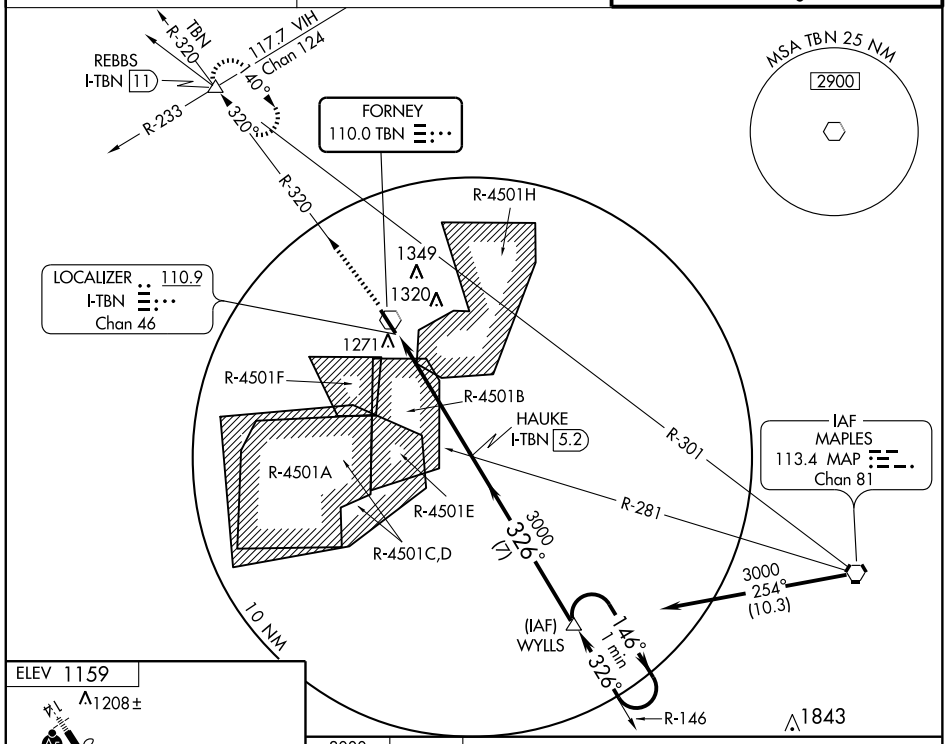
FT. LEONARD WOOD/
WAYNESVILLE ST. ROBERT RGNL FORNEY FIELD (TBN)

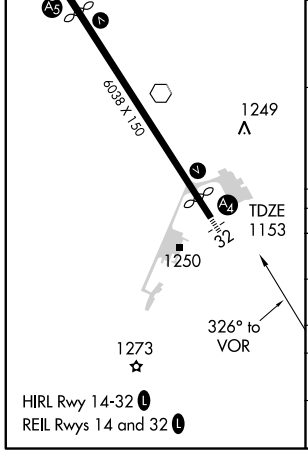
When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

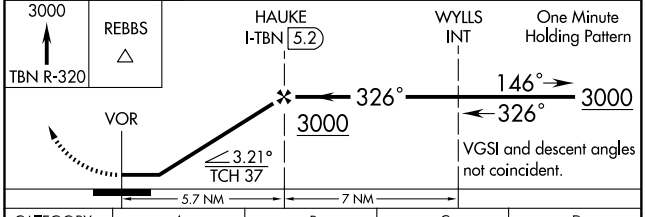
MALS

MISSED APPROACH: Climb to 3000 via TBN R-320 to REBBS Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1640-1 487 (500-1)		1640-1¼ 487 (500-1¼)	1640-1½ 487 (500-1½)
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

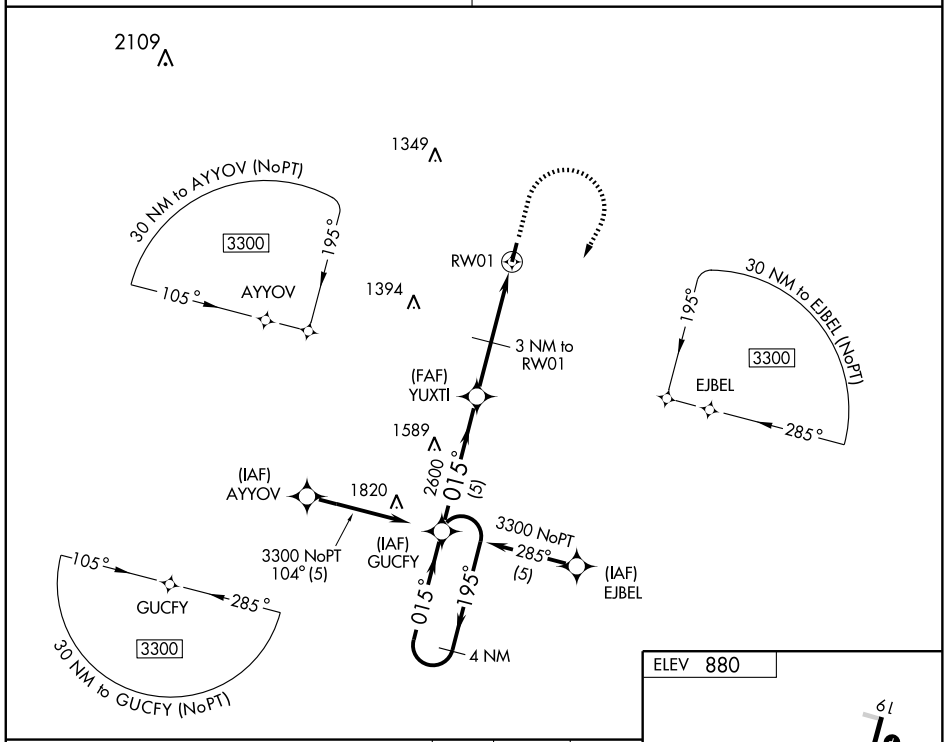
APP CRS	Rwy ldg	4000
015°	TDZE	880
	Apt Elev	880

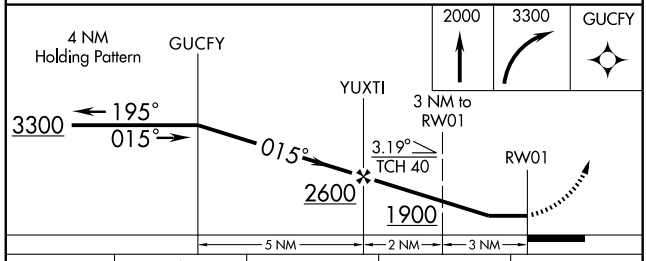
RNAV (GPS) RWY 1
FREDERICKTOWN RGNL (H88)

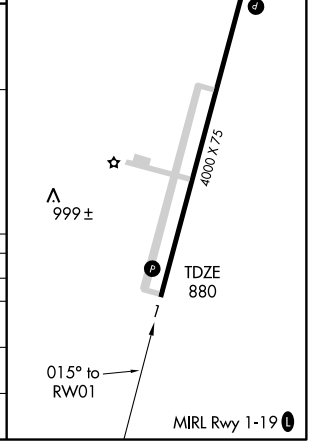
Use Farmington Regional altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1300-1 420 (500-1)		NA	
CIRCLING	1420-1 540 (600-1)		NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

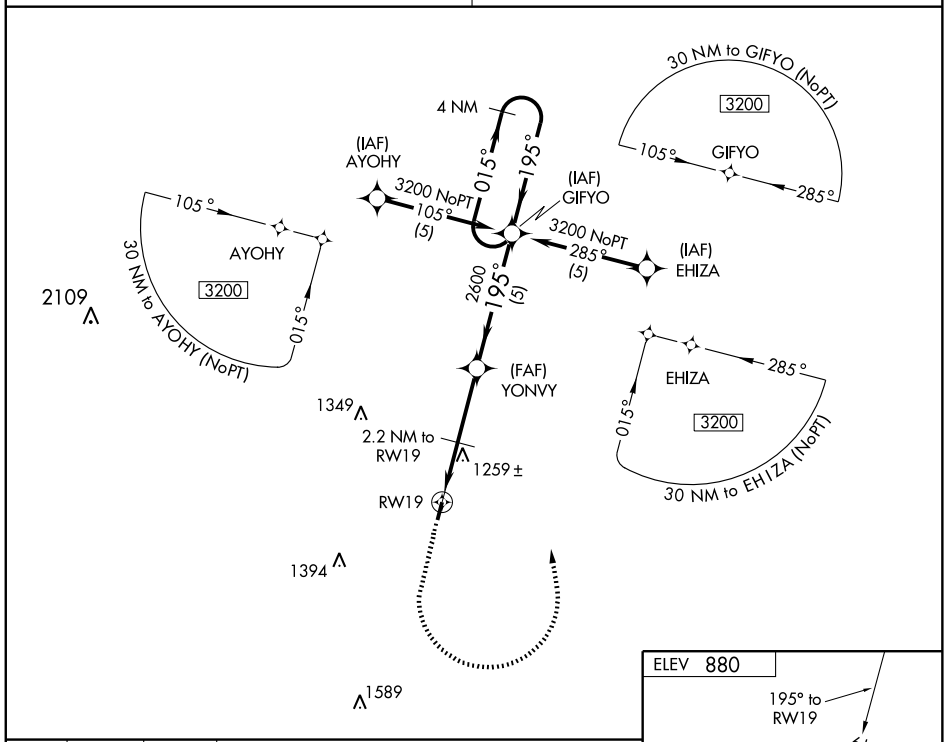
APP CRS	Rwy ldg	4000
195°	TDZE	880
	Apt Elev	880

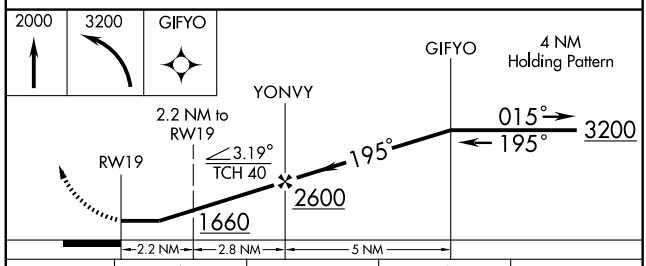
RNAV (GPS) RWY 19
FREDERICKTOWN RGNL (H88)

Use Farmington Regional altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

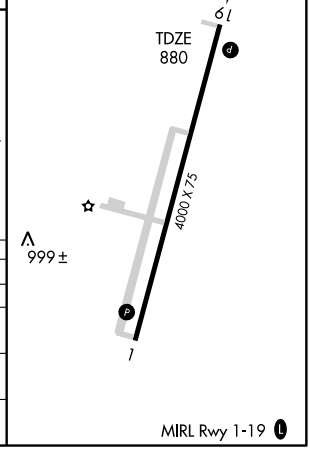
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1560-1 680 (700-1)		NA	
CIRCLING	1560-1 680 (700-1)		NA	



NC-3. 03 JUN 2010 to 01 JUL 2010

FREDERICKTOWN, MISSOURI

AL-6832 (FAA)

APP CRS	Rwy ldg	4000
030°	TDZE	880
	Apt Elev	880

VOR/DME RWY 1

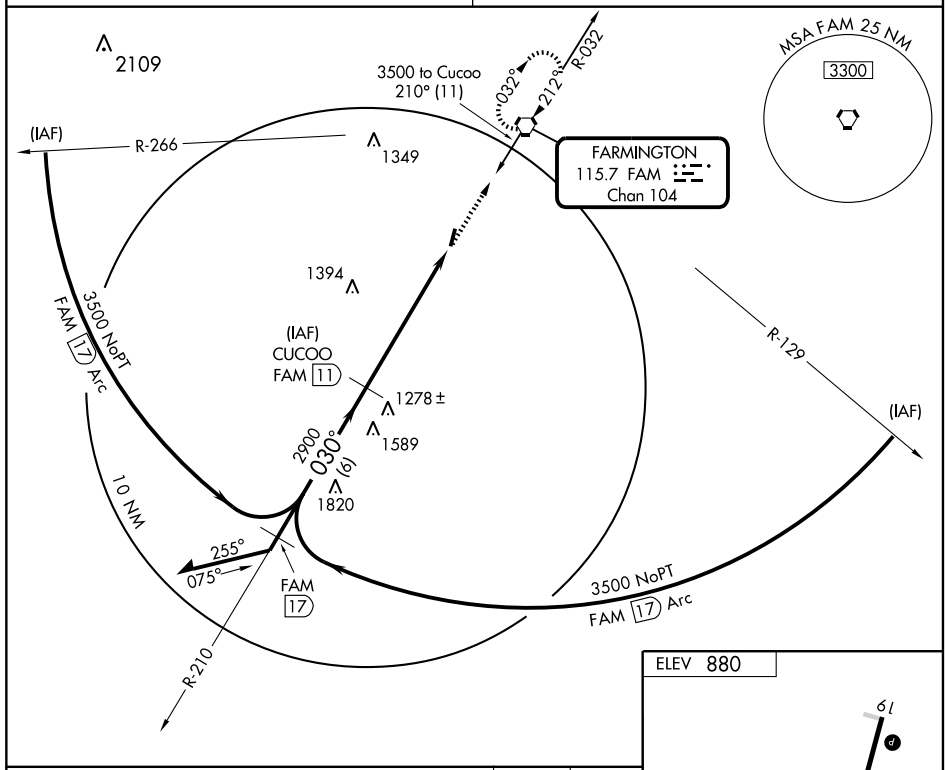
FREDERICKTOWN RGNL (H88)

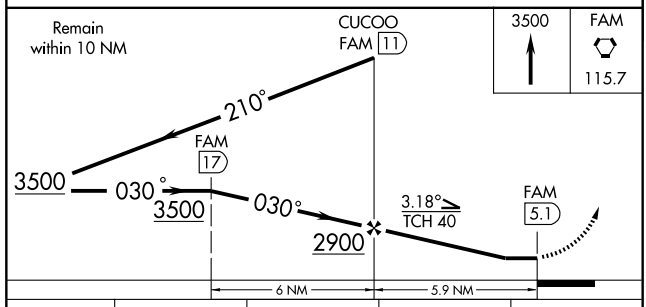
NA

Use Farmington Regional altimeter setting.

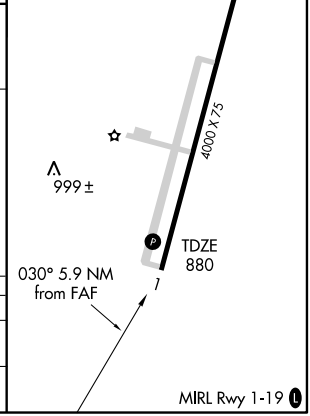
MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	**122.8** (CTAF) L





CATEGORY	A	B	C	D
S-1	1500-1	620 (700-1)	NA	
CIRCLING	1500-1	620 (700-1)	NA	



NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4000
212°	TDZE	880
	Apt Elev	880

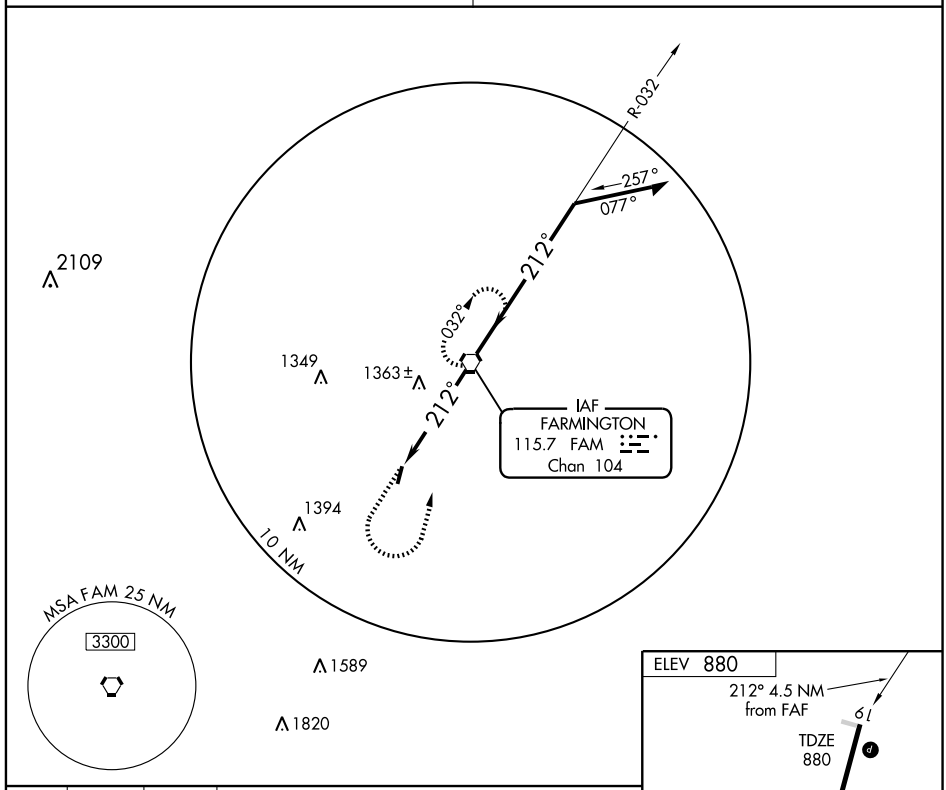
VOR RWY 19
FREDERICKTOWN RGNL(H88)

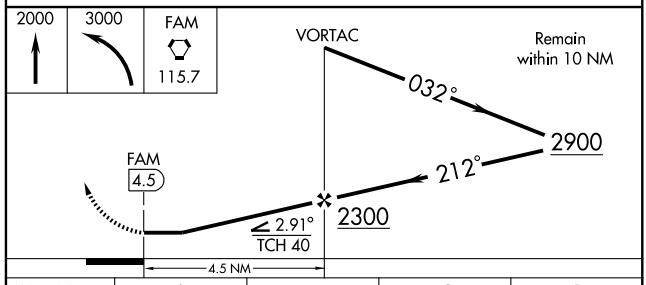
T NA

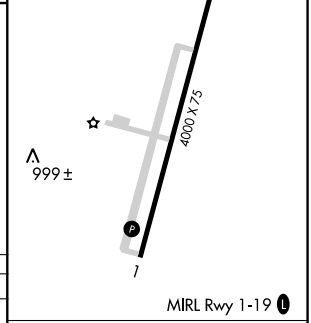
Use Farmington Regional altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	**122.8** (CTAF) L







CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	
CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3205
056°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 6

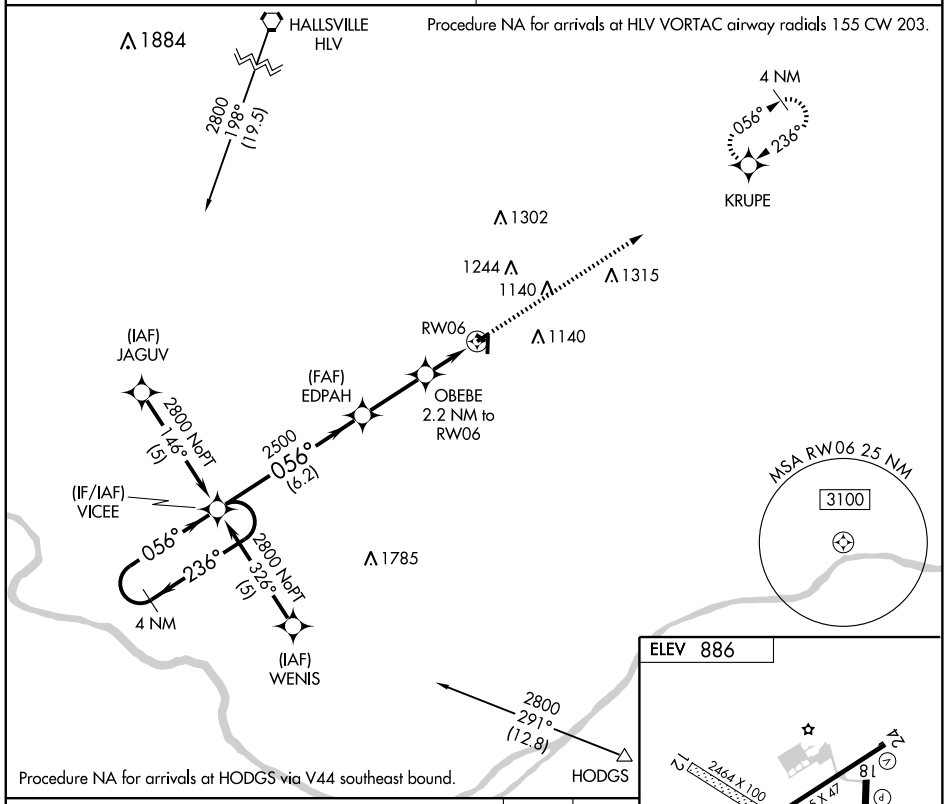
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

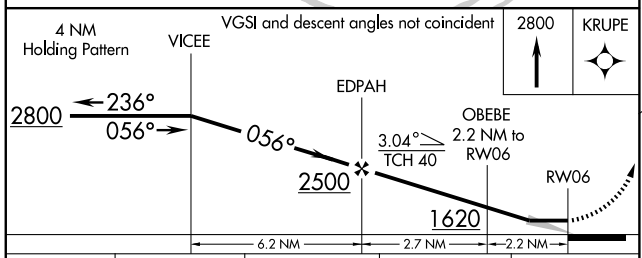
T
NA

DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.

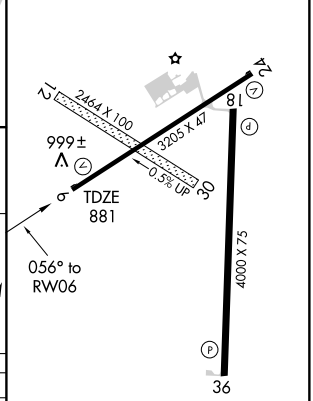
MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

MIZZU APP CON	UNICOM
124.375 353.7	**122.7** (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1300-1 419 (500-1)		1300-1¼ 419 (500-1¼)	NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA



MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 42611 W18A	APP CRS 181°	Rwy ldg 4000 TDZE 881 Apt Elev 886

RNAV (GPS) RWY 18

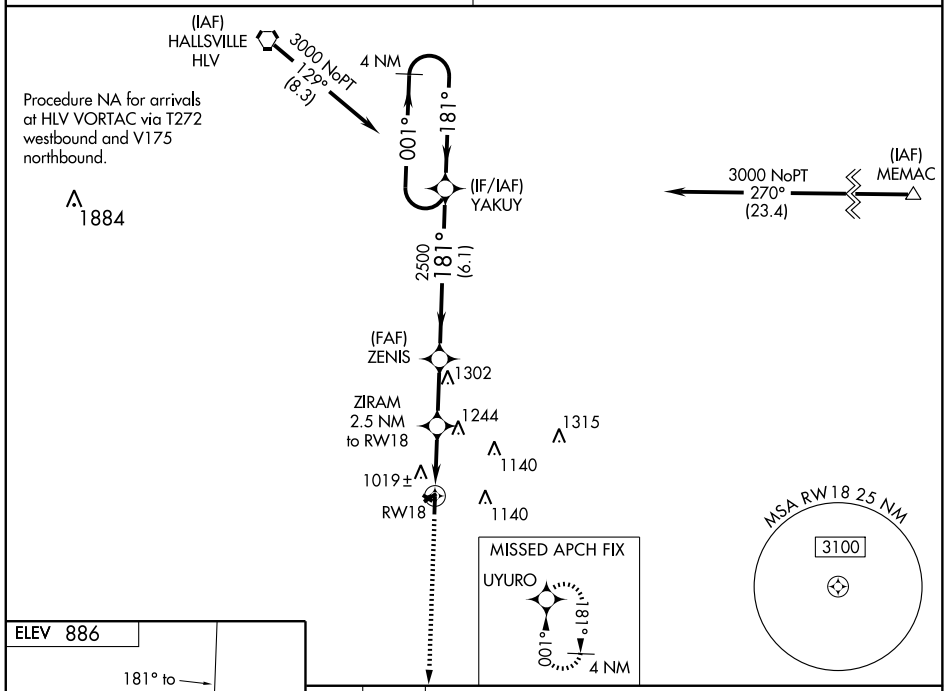
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

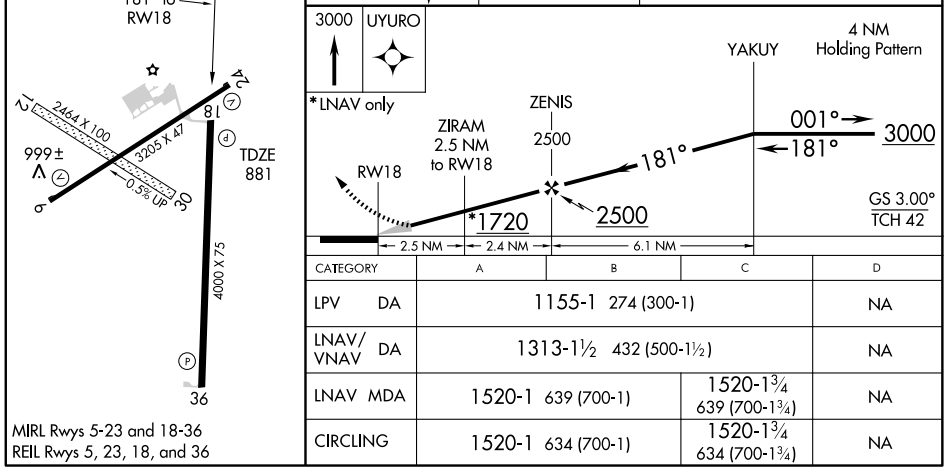
NA

Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UYURO and hold.

MIZZU APP CON	UNICOM
124.375 353.7	**122.7** (CTAF)





CATEGORY		A	B	C	D
LPV	DA	1155-1 274 (300-1)			NA
LNAV/ VNAV	DA	1313-1½ 432 (500-1½)			NA
LNAV	MDA	1520-1 639 (700-1)		1520-1¾ 639 (700-1¾)	NA
CIRCLING		1520-1 634 (700-1)		1520-1¾ 634 (700-1¾)	NA

MIRL Rwys 5-23 and 18-36
REIL Rwys 5, 23, 18, and 36

NC-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3205
236°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 24

FULTON/ ELTON HENSLEY MEMORIAL (FTT)

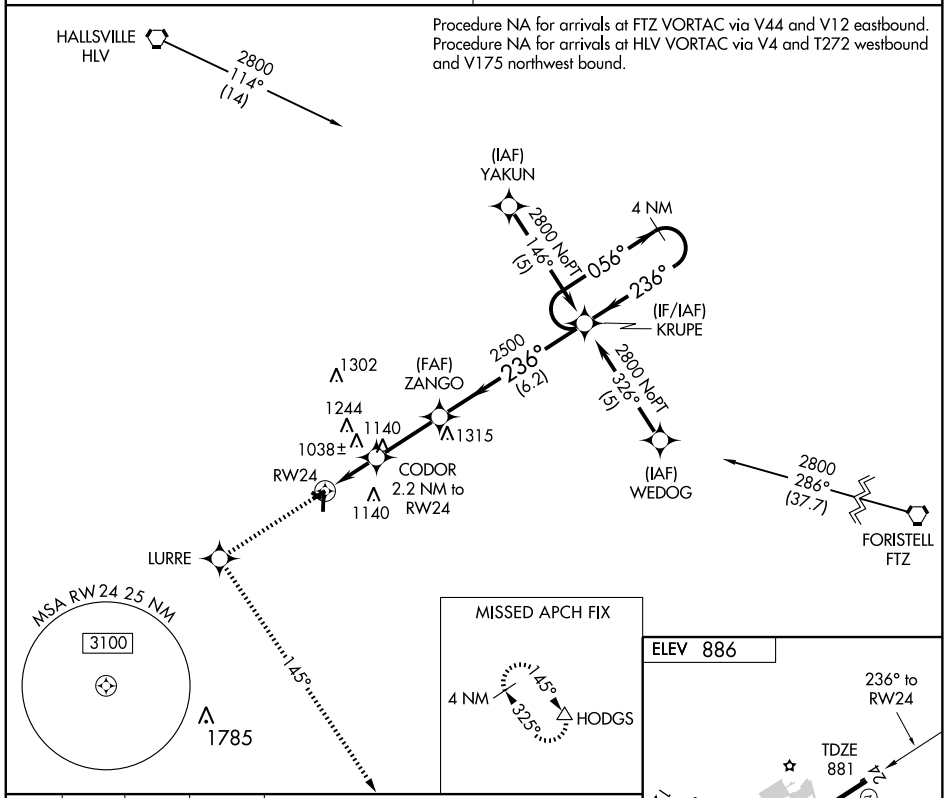
DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile.

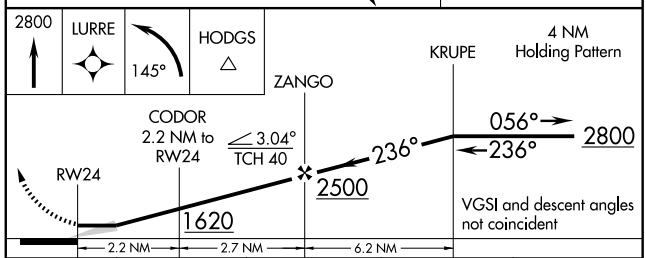
NA

MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

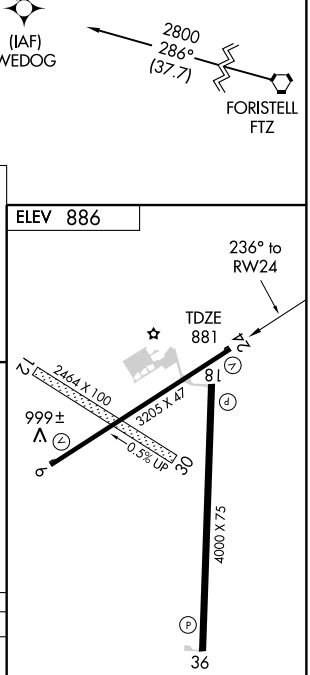
MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)

Procedure NA for arrivals at FTZ VORTAC via V44 and V12 eastbound.
Procedure NA for arrivals at HLV VORTAC via V4 and T272 westbound and V175 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	1320-1 439 (500-1)		1320-1¼ 439 (500-1¼)	NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA



MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3. 03 JUN 2010 to 01 JUL 2010

FULTON, MISSOURI

AL-6385 (FAA)

WAAS	APP CRS	Rwy ldg	4000
CH 86811	001°	TDZE	881
W36A		Apt Elev	886

RNAV (GPS) RWY 36

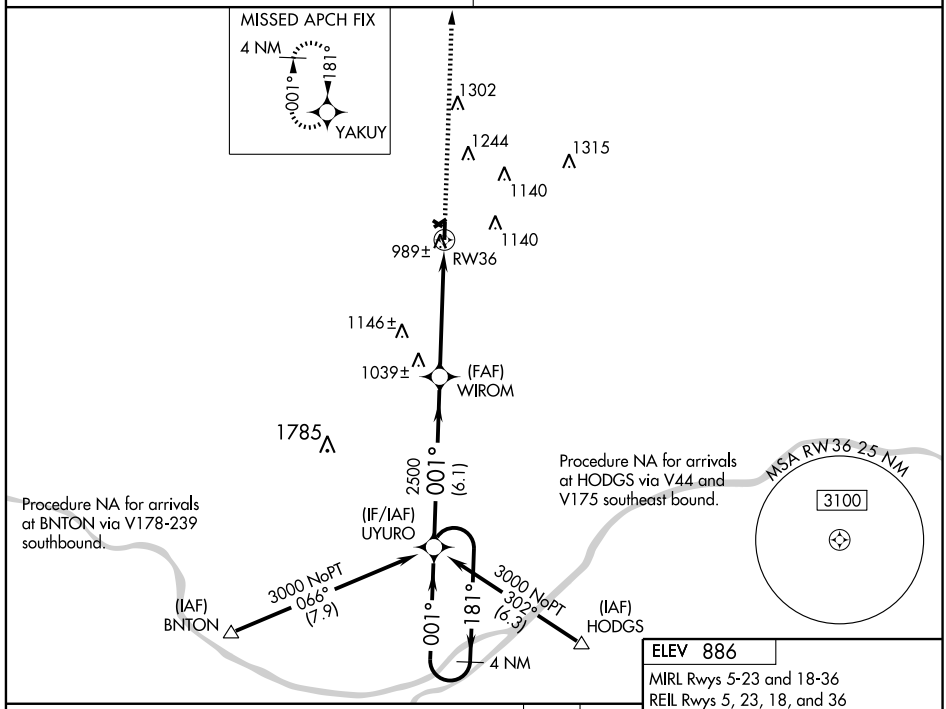
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

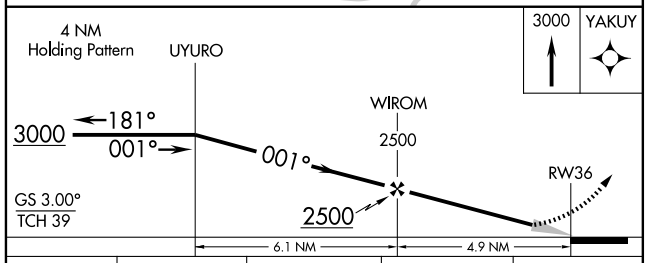
T
A NA

Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)

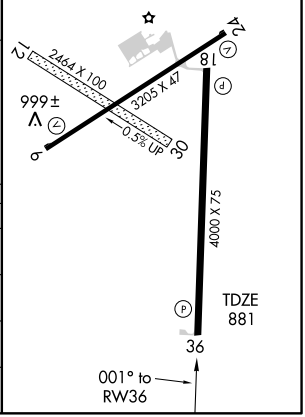




CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/VNAV DA	1283-1½ 402 (400-1½)			NA
LNAV MDA	1280-1 399 (400-1)			NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA

ELEV 886

MIRL Rwys 5-23 and 18-36
REIL Rwys 5, 23, 18, and 36



NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC HLV 114.2 Chan 89	APP CRS 154°	Rwy ldg N/A TDZE N/A Apt Elev 886

VOR-A

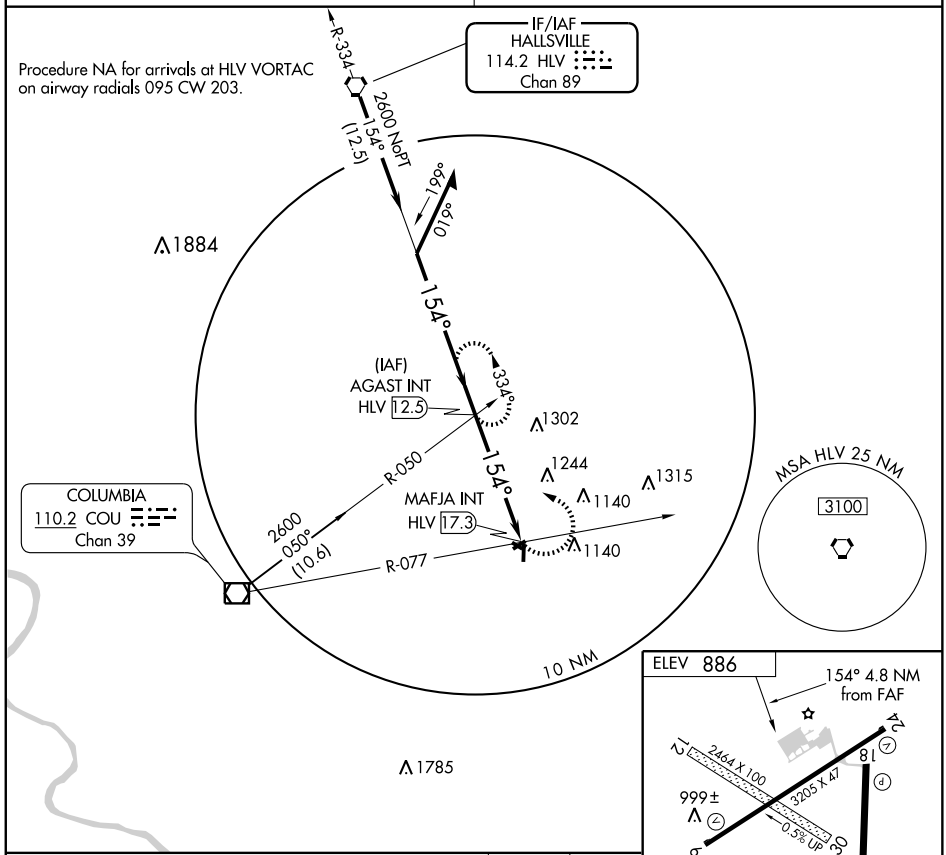
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

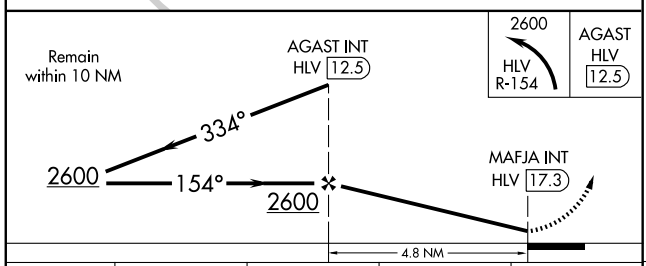
Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

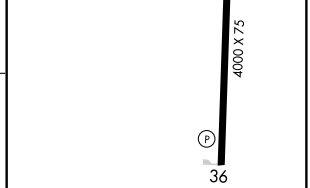
NA

MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)







MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)		1520-1¾ 634 (700-1¾)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 03 JUN 2010 to 01 JUL 2010

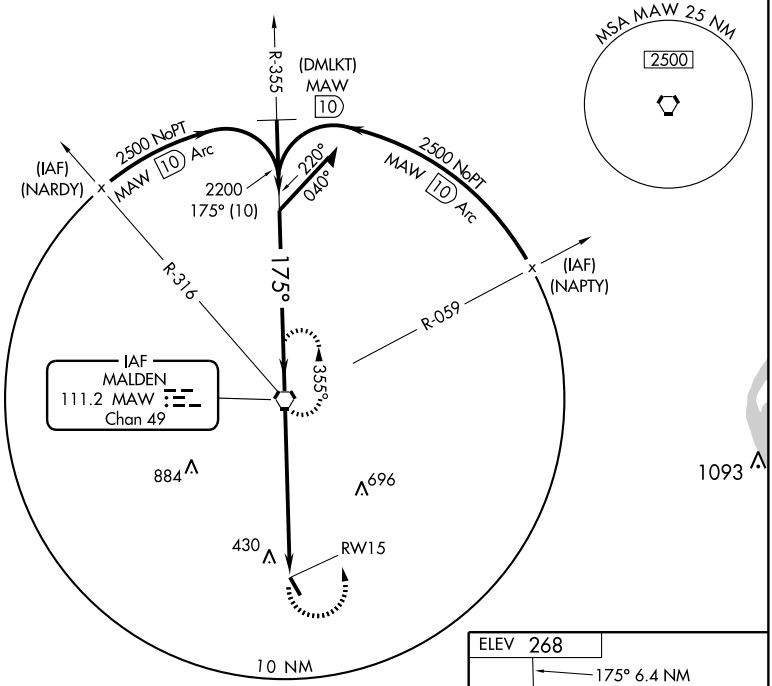
VORTAC MAW	APP CRS	Rwy ldg 4504
111.2	175°	TDZE 268
Chan 49		Apt Elev 268

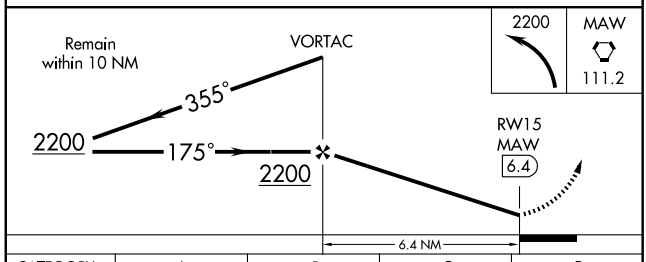
VOR or GPS RWY 15
GIDEON MEMORIAL (M85)

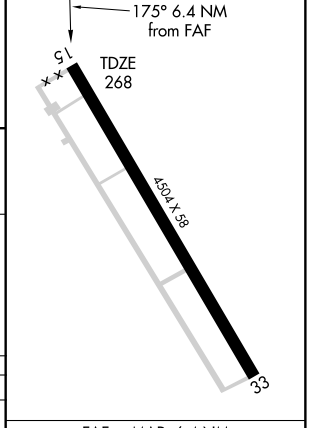
NA Procedure not authorized at night.
Use Dyersburg, TN altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct MAW VORTAC and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	CTAF
135.625	133.65 292.15	122.9







CATEGORY	A	B	C	D
S-15	820-1	552 (600-1)	820-1½ 552 (600-1½)	820-1¾ 552 (600-1¾)
CIRCLING	860-1	592 (600-1)	860-1½ 592 (600-1½)	860-2 592 (600-2)

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4206
088°	TDZE	818
	Apt Elev	835

GPS RWY 9

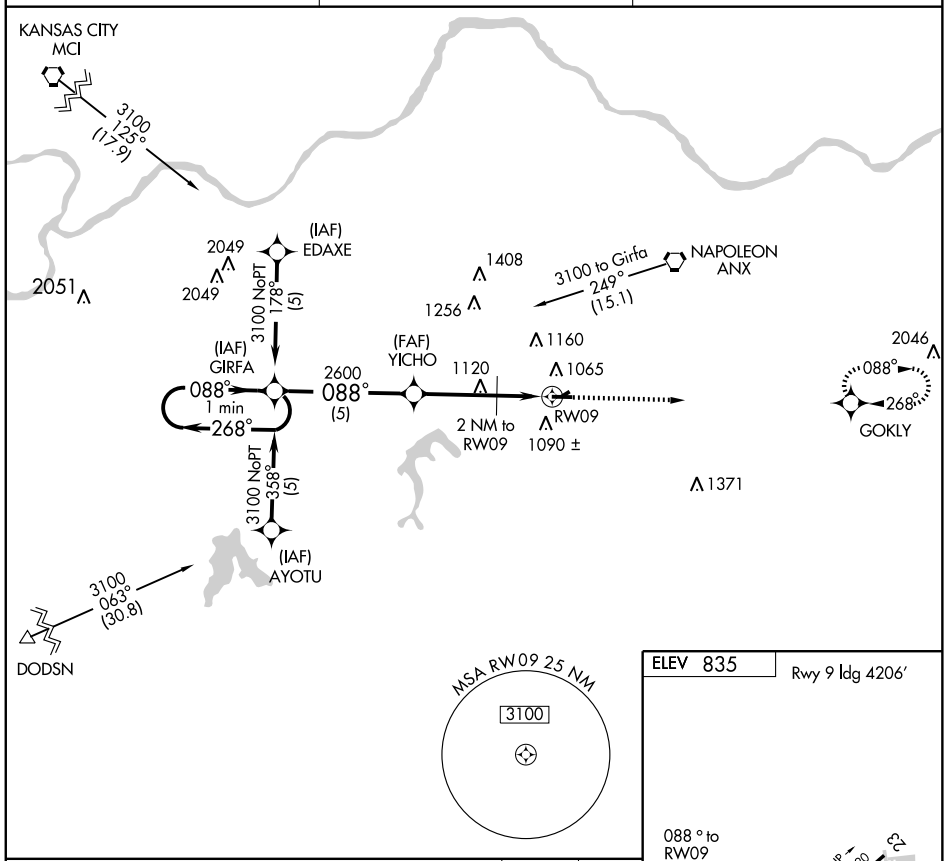
GRAIN VALLEY/ EAST KANSAS CITY (3GV)

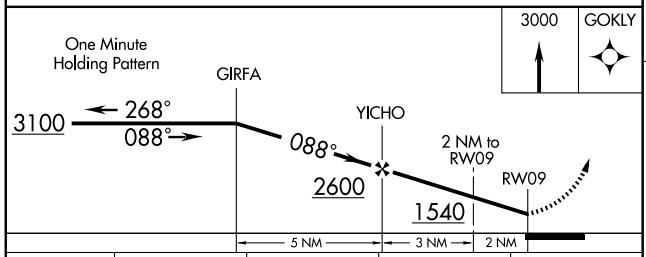
NA

Use Charles B. Wheeler Downtown Airport altimeter setting.

MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L





ELEV 835

Rwy 9 ldg 4206'

CATEGORY	A	B	C	D
S-9	1400-1	582 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L

MIRL Rwy 9-27 L

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4506
268°	TDZE	818
	Apt Elev	835

GPS RWY 27

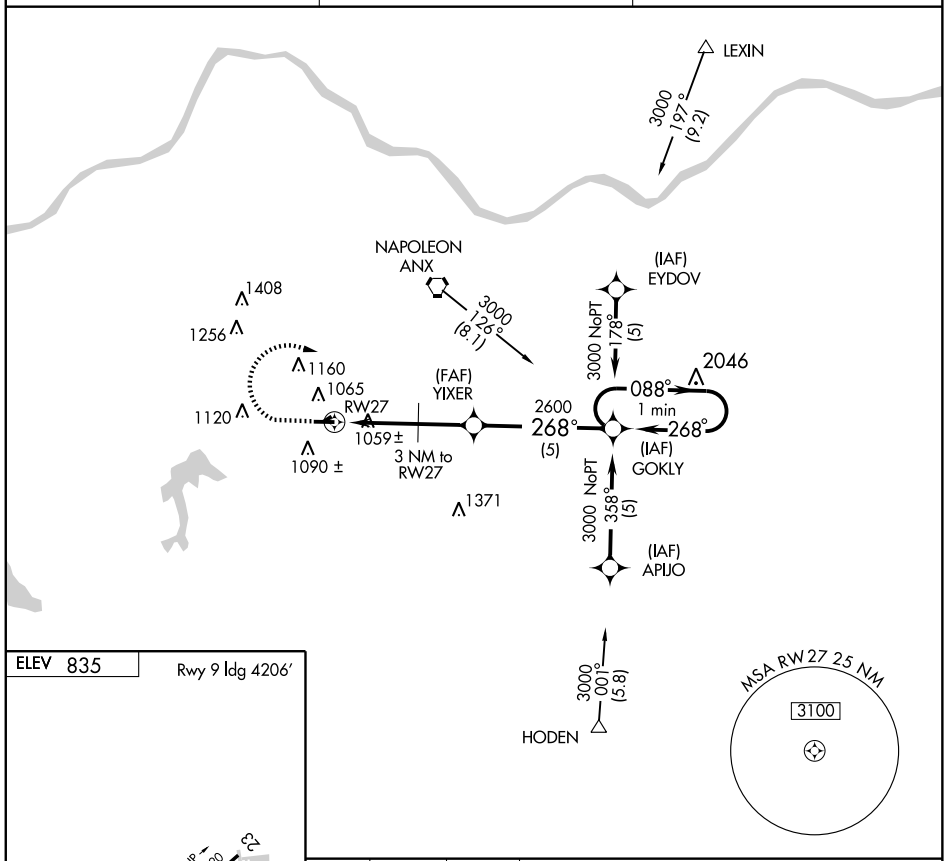
GRAIN VALLEY/EAST KANSAS CITY (3GV)

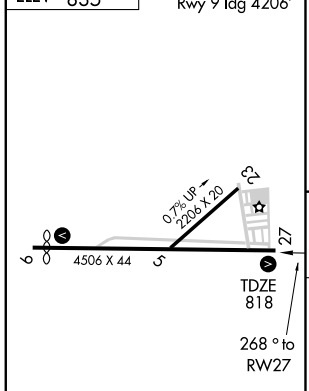
Use Charles B. Wheeler Downtown Airport altimeter setting.

NA

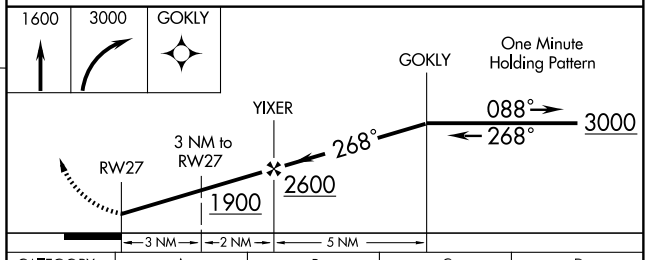
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L





REIL Rwy 9 L
MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
S-27	1380-1	562 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC ANX	APP CRS	Rwy ldg	4506
114.0	264°	TDZE	818
Chan 87		Apt Elev	835

VOR/DME RNAV RWY 27

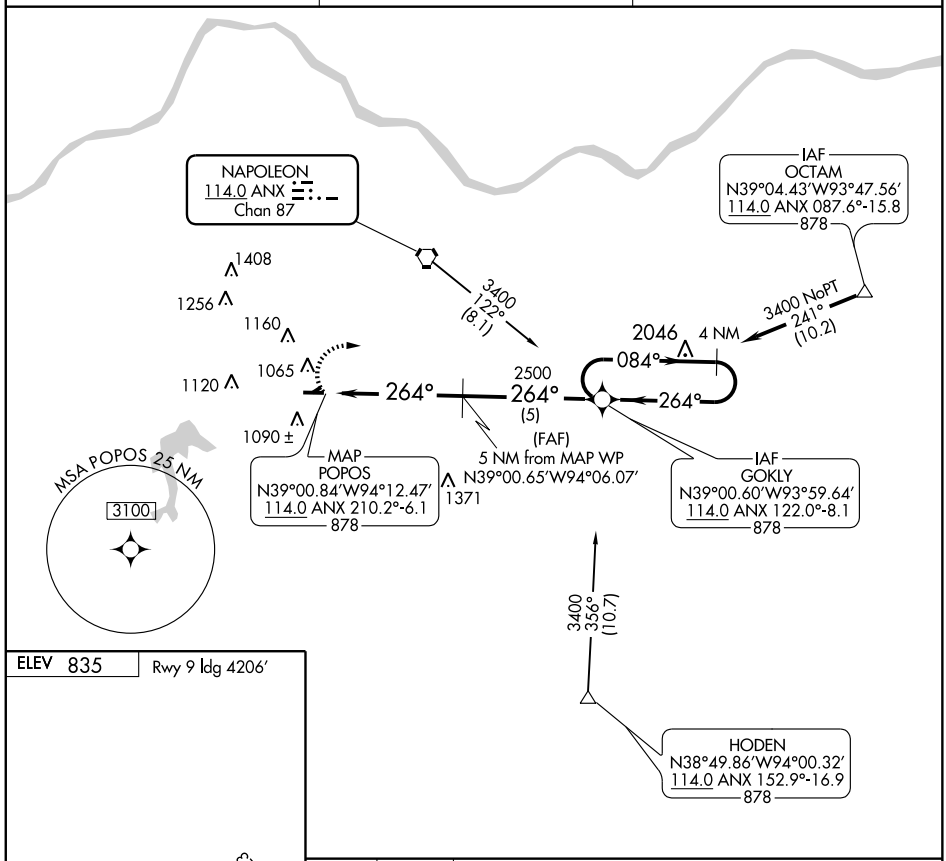
GRAIN VALLEY/EAST KANSAS CITY (3GV)

Use Charles B. Wheeler Downtown Airport altimeter setting.

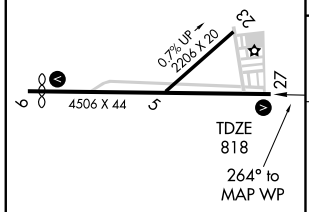
NA

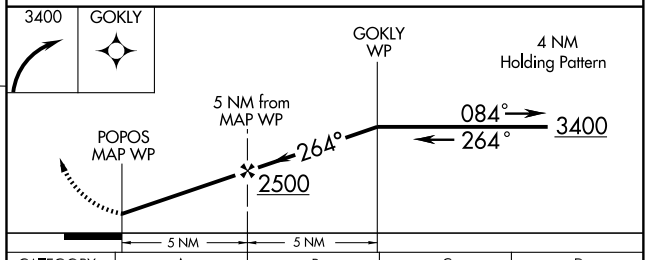
MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L



ELEV 835 | Rwy 9 ldg 4206'





CATEGORY	A	B	C	D
S-23	1420-1	602 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

NC-3. 03 JUN 2010 to 01 JUL 2010

VORTAC ANX 114.0 Chan 87	APP CRS 212°	Rwy ldg 2206 TDZE 835 Apt Elev 835

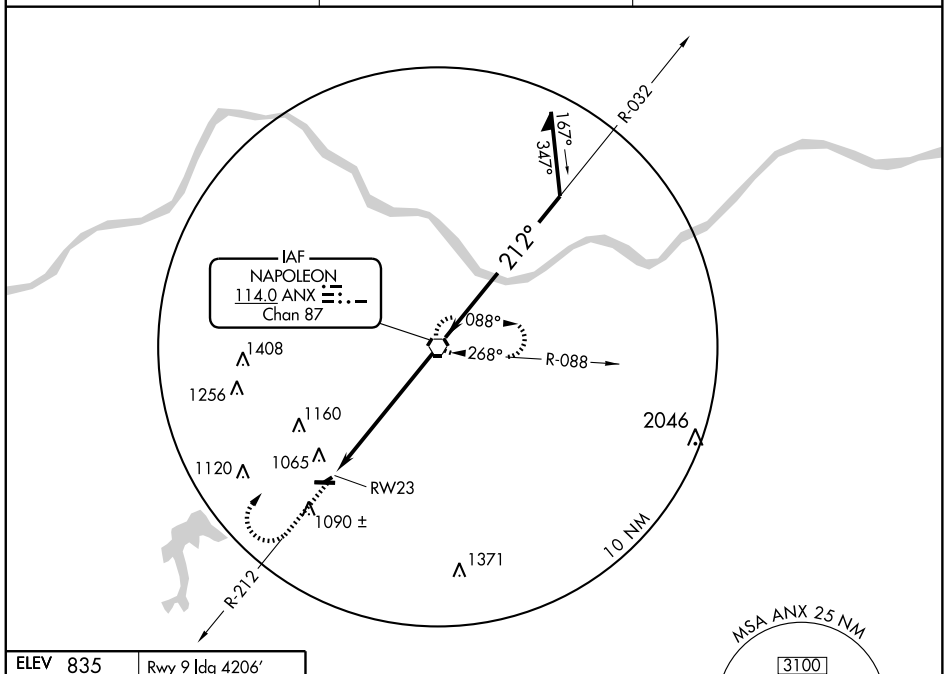
VOR or GPS RWY 23

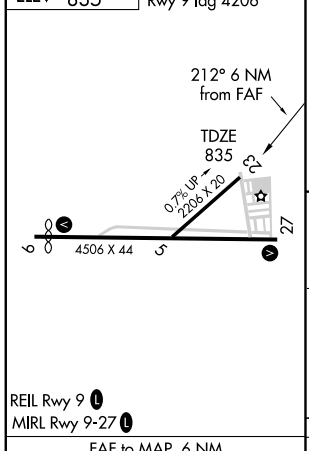
GRAIN VALLEY/EAST KANSAS CITY (3GV)

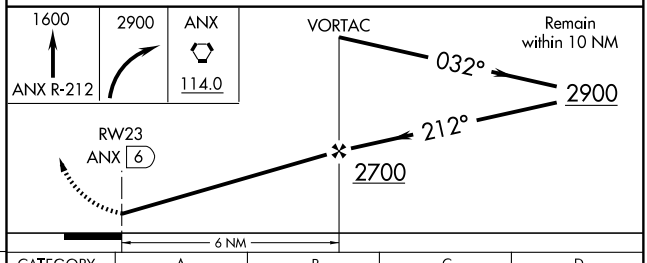
Use Charles B. Wheeler Downtown Airport altimeter setting.
Straight-in minimums Rwy 23 not authorized at night.
⚠ NA

MISSED APPROACH: Climb to 1600 via ANX R-212 then climbing right turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L







FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-23	1400-1	565 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

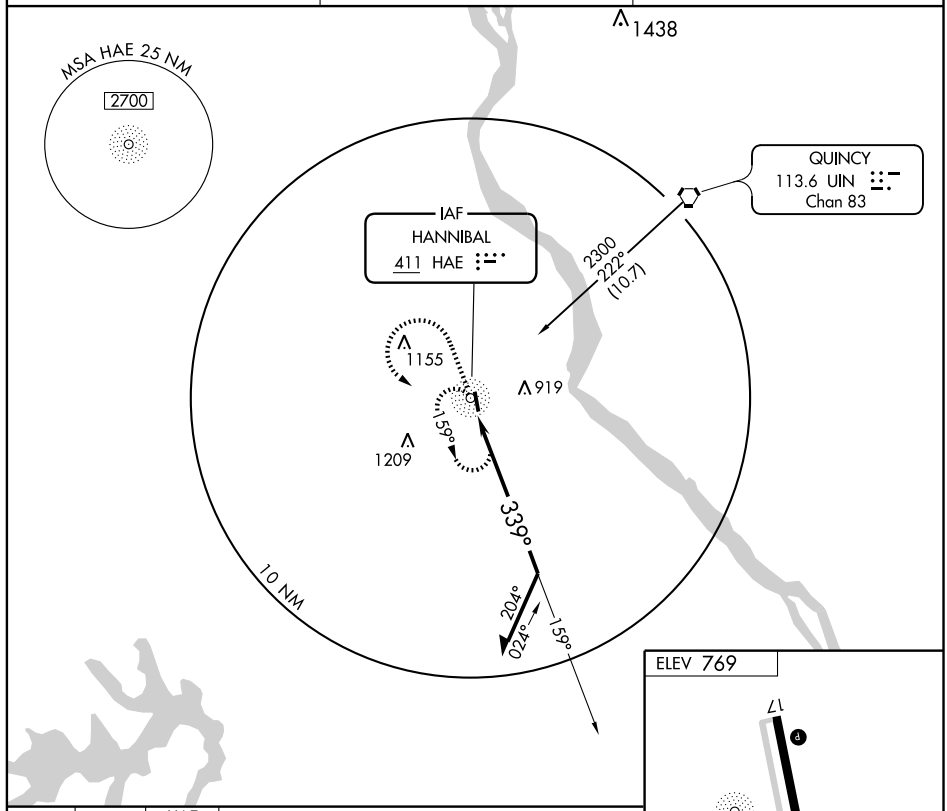
HAE NDB	APP CRS	Rwy ldg	4400
411	339°	TDZE	769
		Apt Elev	769

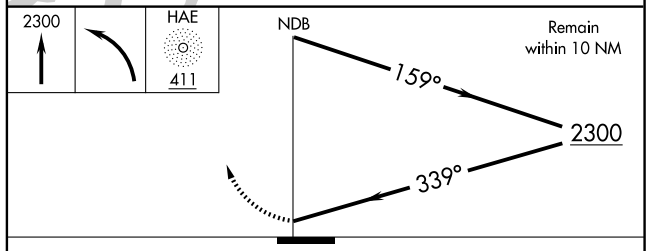
NDB RWY 35
HANNIBAL RGNL (HAE)

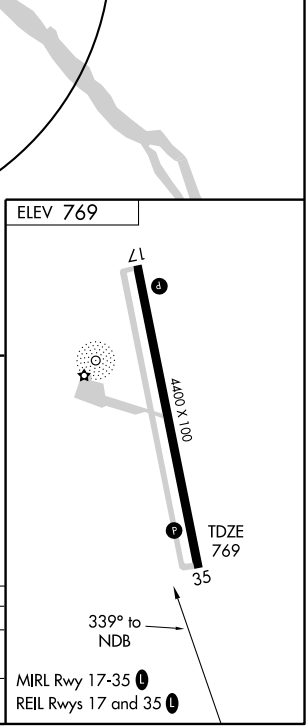
Visibility reduction by helicopters NA.
NA When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA
CIRCLING	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 62812 W17A	APP CRS 170°	Rwy ldg 4400 TDZE 769 Apt Elev 769

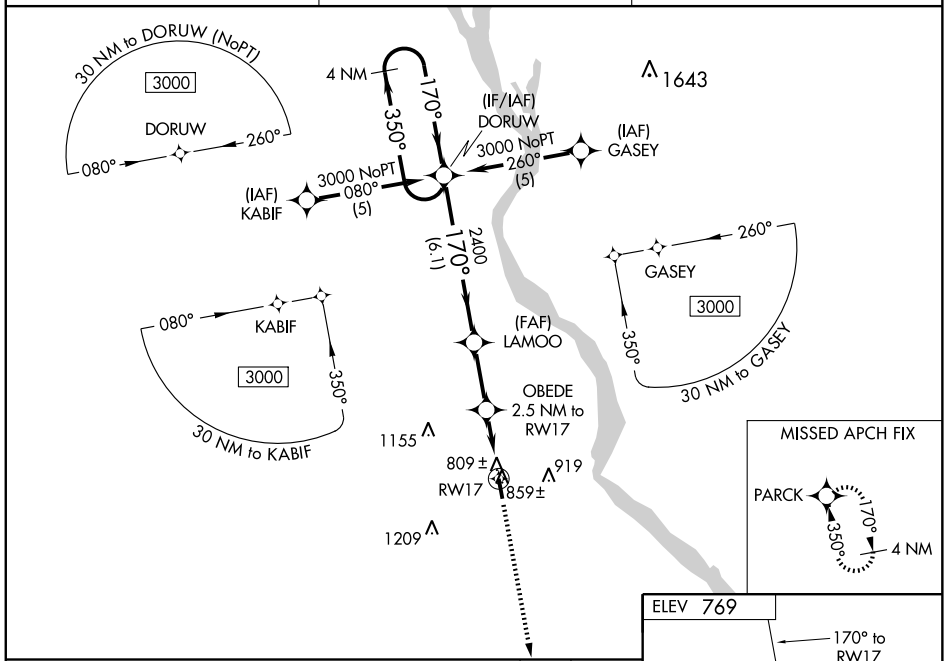
RNAV (GPS) RWY 17
HANNIBAL RGNL (HAE)

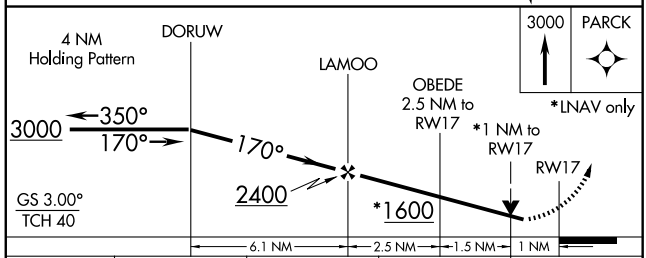
T
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.
Baro-VNAV and VDP NA when using Quincy altimeter setting.

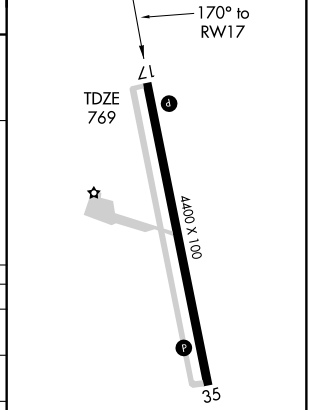
MISSED APPROACH: Climb to 3000 direct PARCK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1019-1 250 (300-1)			NA
LNAV/VNAV DA	1079-1¼ 310 (400-1¼)			NA
LNAV MDA	1120-1 351 (400-1)			NA
CIRCLING	1260-1 491 (500-1)		1260-1½ 491 (500-1½)	NA



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 03 JUN 2010 to 01 JUL 2010

HANNIBAL, MISSOURI

AL-6245 (FAA)

WAAS CH 72612 W35A	APP CRS 350°	Rwy ldg 4400 TDZE 769 Apt Elev 769

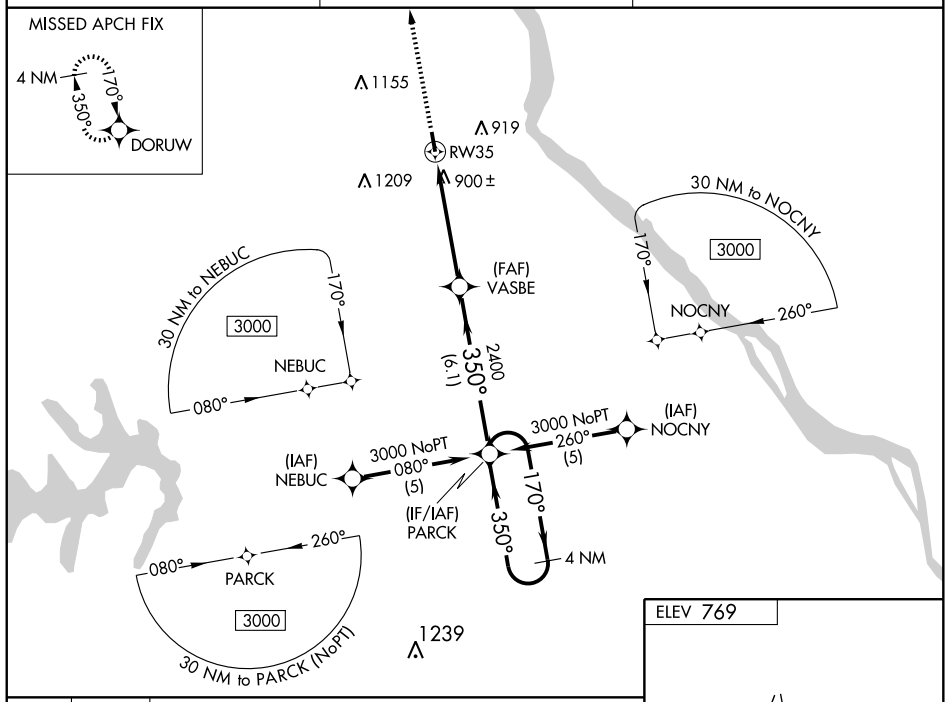
RNAV (GPS) RWY 35

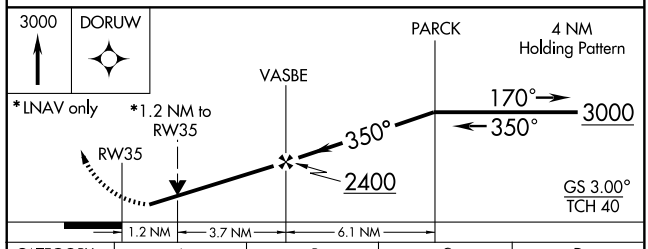
HANNIBAL RGNL (HAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

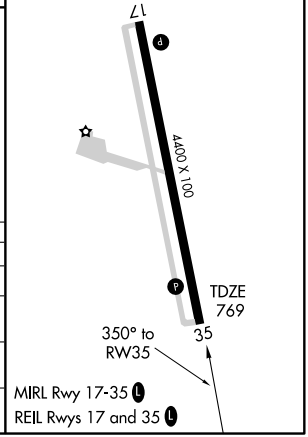
MISSED APPROACH: Climb to 3000 direct DORUW and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1019-1 250 (300-1)			NA
LNAV/VNAV DA	1242-1¾ 473 (500-1¾)			NA
LNAV MDA	1200-1 431 (500-1)		1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1 491 (500-1)		1260-1½ 491 (500-1½)	NA



NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC UIN 113.6 Chan 83	APP CRS 221°	Rwy ldg N/A TDZE N/A Apt Elev 769

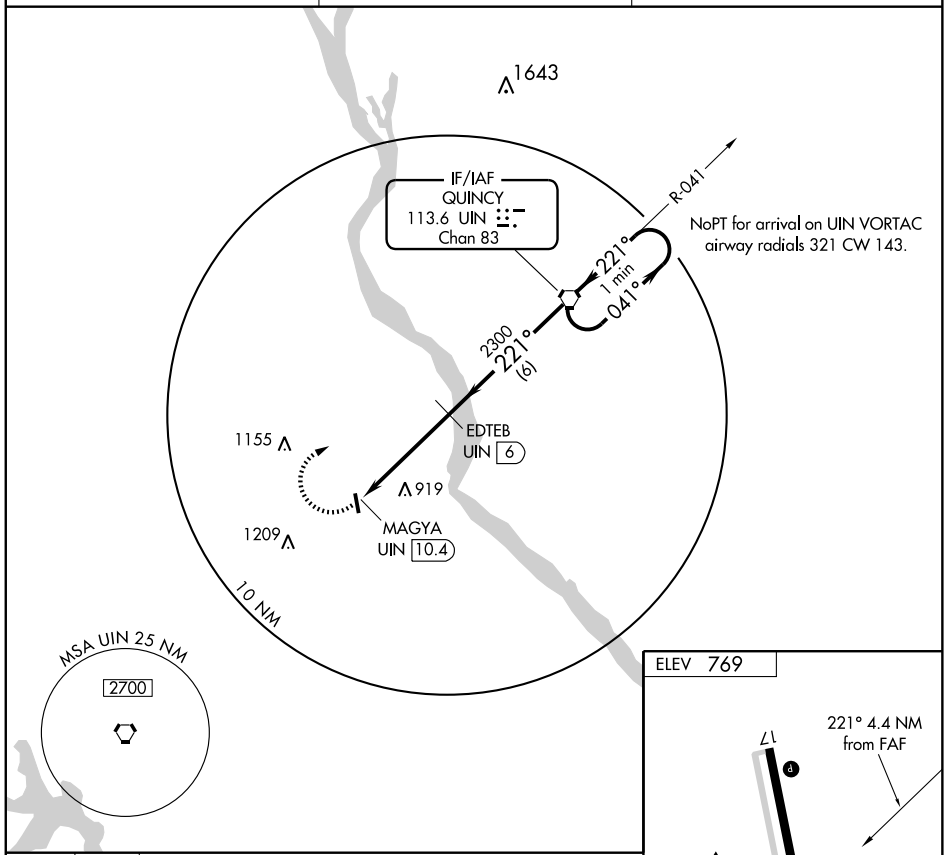
VOR/DME-A
HANNIBAL RGNL (HAE)

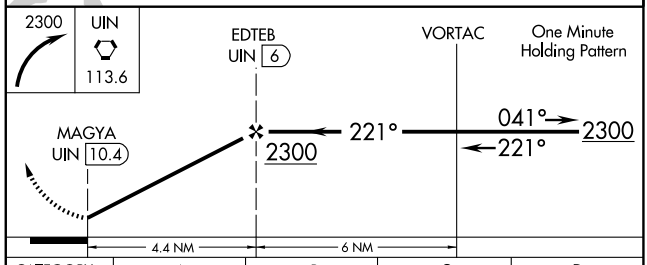
When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.

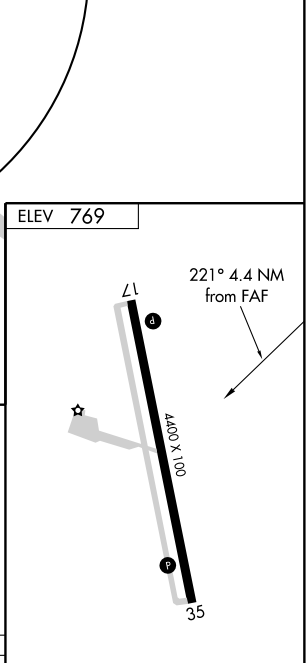
NA

MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1300-1 531 (600-1)		1300-1½ 531 (600-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4000
173°	TDZE	915
	Apt Elev	915

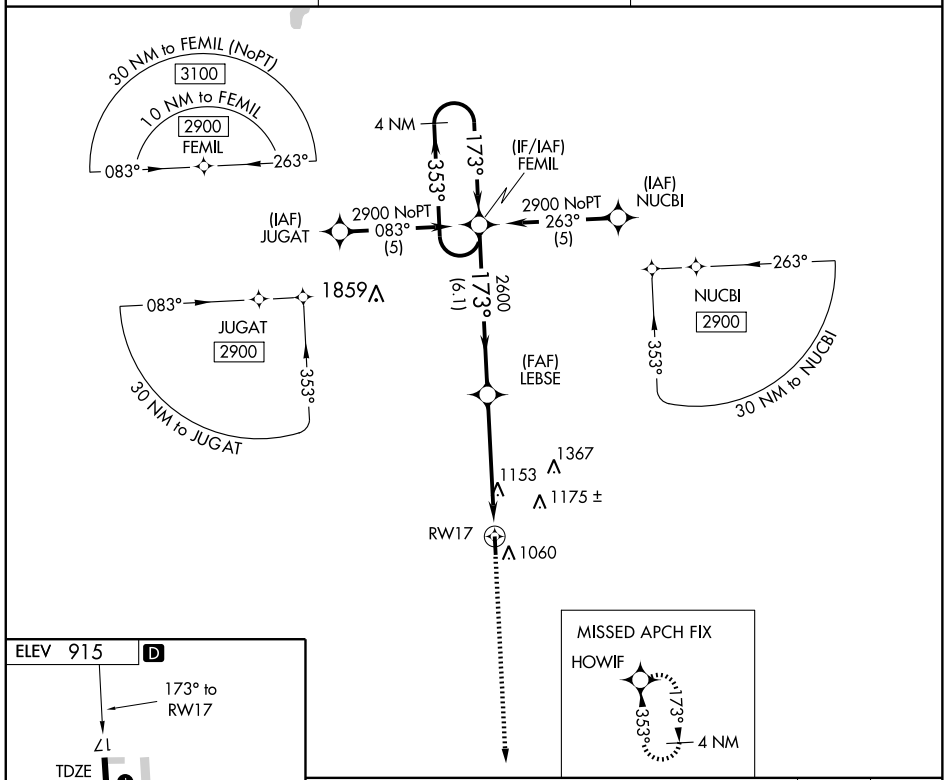
RNAV (GPS) RWY 17

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

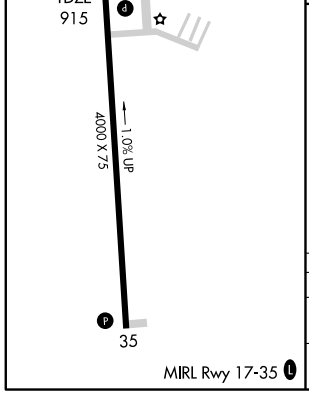
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDAs 100 feet, and visibility Cat. C ¼ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

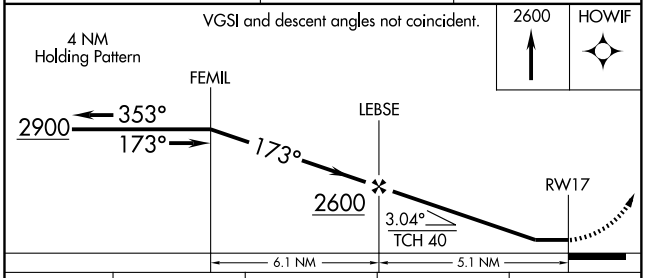
MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L



NC-3. 03 JUN 2010 to 01 JUL 2010





CATEGORY	A	B	C	D
LNAV MDA	1420-1 505 (600-1)		1420-1½ 505 (600-1½)	NA
CIRCLING	1420-1 505 (600-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

WAAS CH 69406 W35A	APP CRS 353°	Rwy ldg 4000 TDZE 900 Apt Elev 915

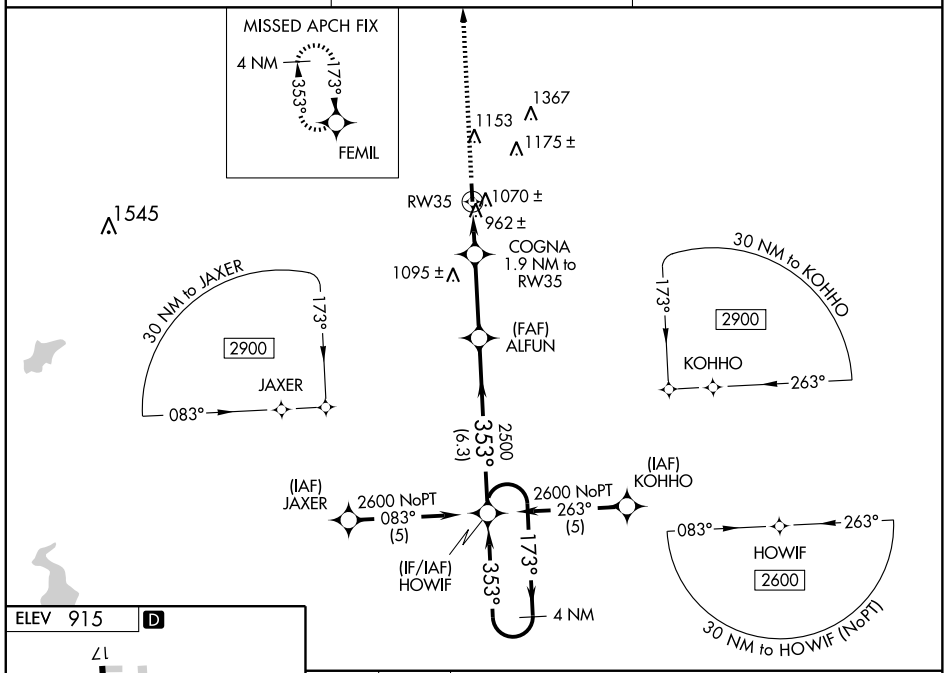
RNAV (GPS) RWY 35

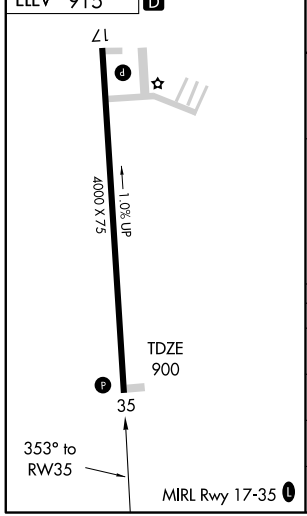
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

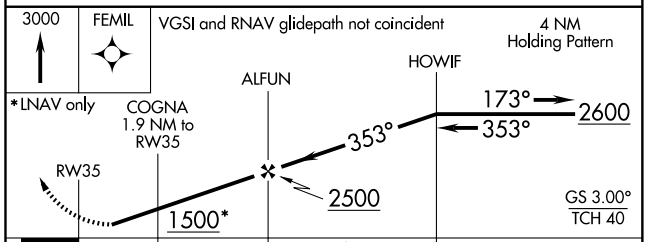
BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1176-1 276 (300-1)			NA
LNAV/VNAV DA	1330-1¾ 430 (500-1¾)			NA
LNAV MDA	1320-1 420 (500-1)		1320-1¼ 420 (500-1¼)	NA
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

VORTAC BUM	APP CRS	Rwy ldg	4000
115.9	012°	TDZE	900
Chan 106		Apt Elev	915

VOR/DME RWY 35

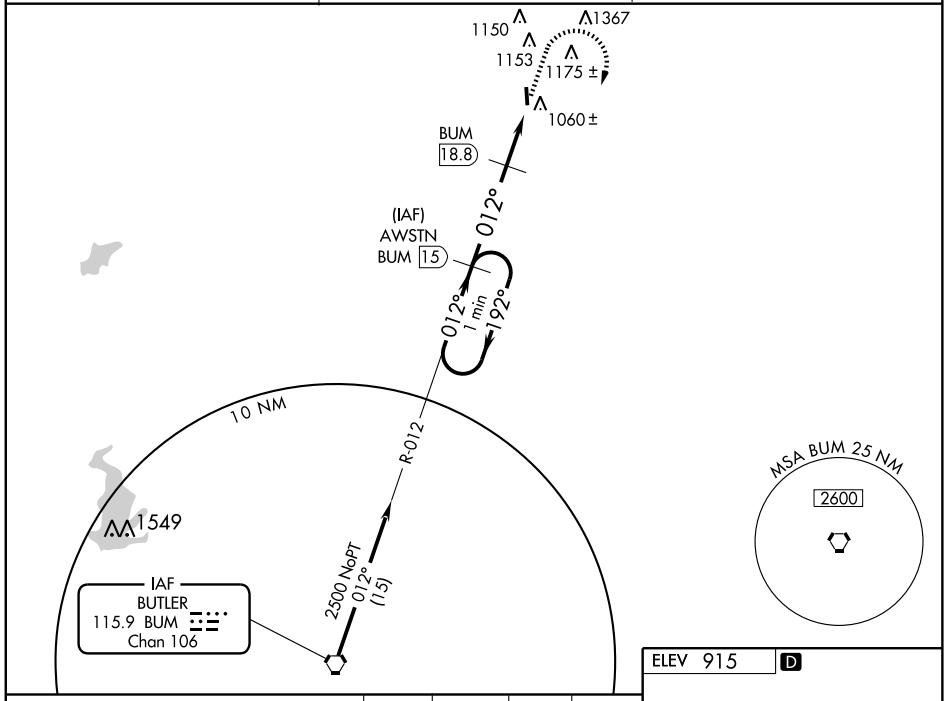
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

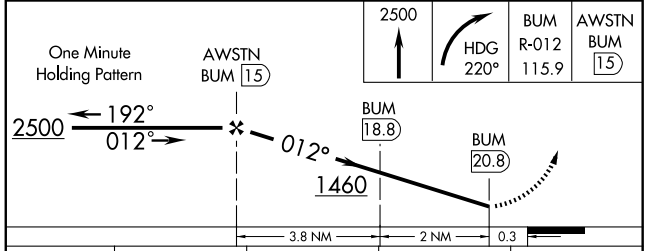
Obtain local altimeter setting on CTAF; when not received, use Charles B. Wheeler Downtown altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then right turn via heading 220° and R-012 to AWSTN and hold.

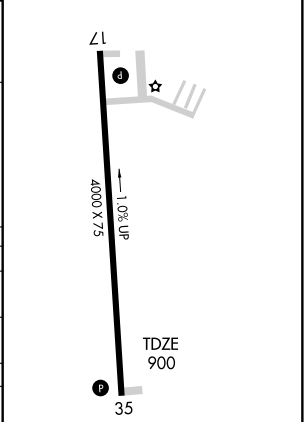
AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-35	1320-1 420 (500-1)	1320-1¼ 420 (500-1¼)	1320-1½ 420 (500-1½)	NA
CIRCLING	1420-1 505 (600-1)	1500-1¼ 585 (600-1¼)	1500-1½ 585 (600-1½)	NA
CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS				
S-35	1400-1 500 (500-1)	1400-1¼ 500 (500-1¼)	1400-1½ 500 (500-1½)	NA
CIRCLING	1520-1 605 (700-1)	1600-1¼ 685 (700-1¼)	1600-1½ 685 (700-1½)	NA

ELEV 915 D



MIRL Rwy 17-35 L

NC-3, 03 JUN 2010 to 01 JUL 2010

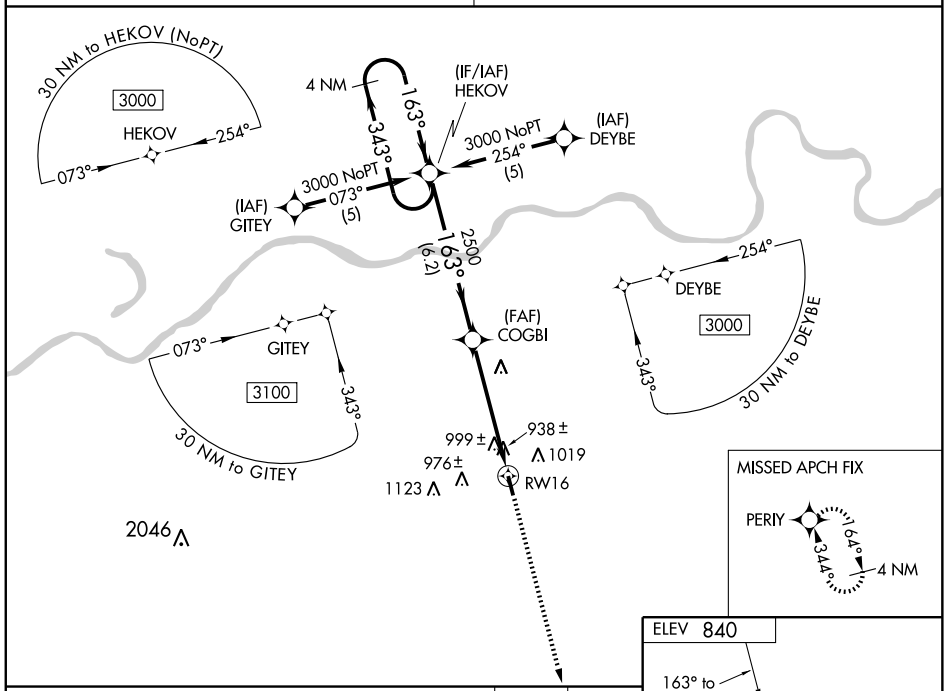
WAAS CH 86601 W16A	APP CRS 163°	Rwy ldg 4400 TDZE 840 Apt Elev 840

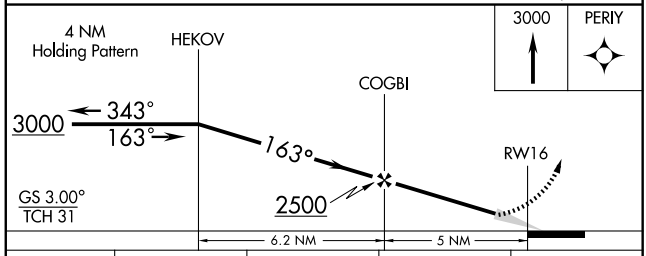
RNAV (GPS) RWY 16
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

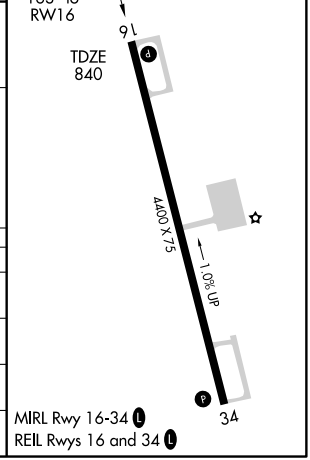
DME/DME RNP- 0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PERIY and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1247-1½ 407 (500-1½)			
LNAV/VNAV DA	1364-2 524 (600-2)			
LNAV MDA	1360-1 520 (600-1)		1360-1½ 520 (600-1½)	1360-1¾ 520 (600-1¾)
CIRCLING	1440-1 600 (600-1)		1440-1½ 600 (600-1½)	1440-2 600 (600-2)

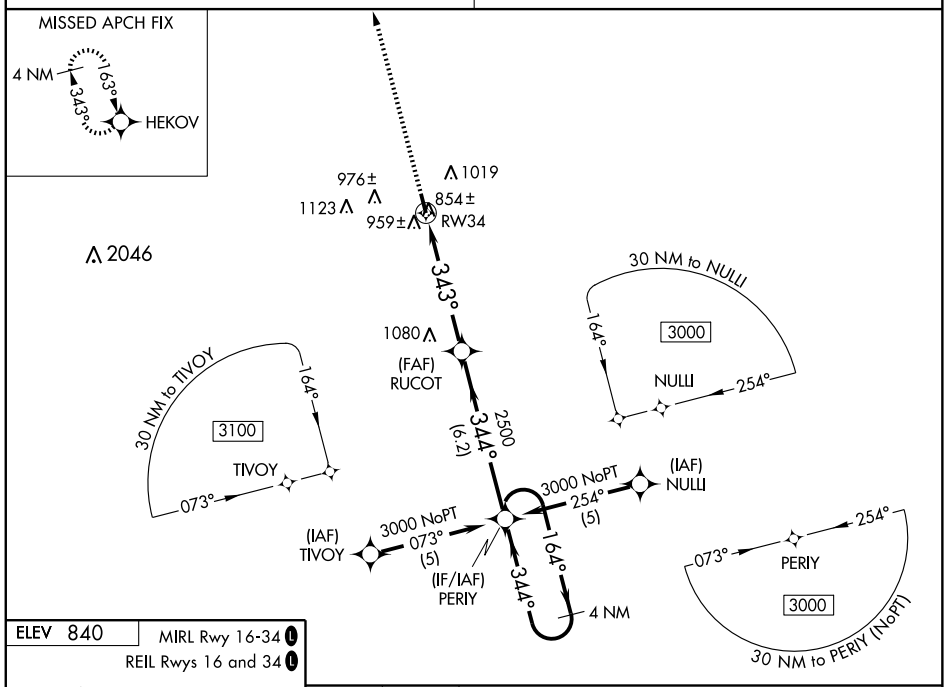
WAAS CH 45901 W34A	APP CRS 343°	Rwy ldg 4400 TDZE 826 Apt Elev 840

RNAV (GPS) RWY 34
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

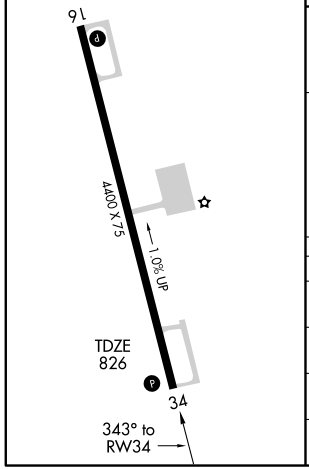
DME/DME RNP-0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities ¼ mile.

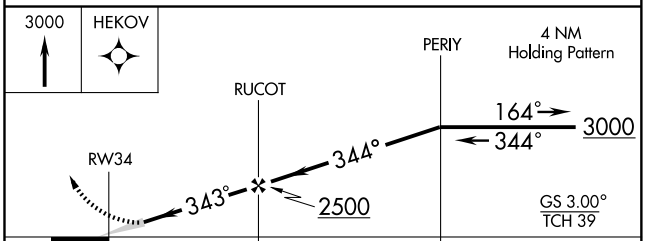
MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.8 (CTAF) L



ELEV 840
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



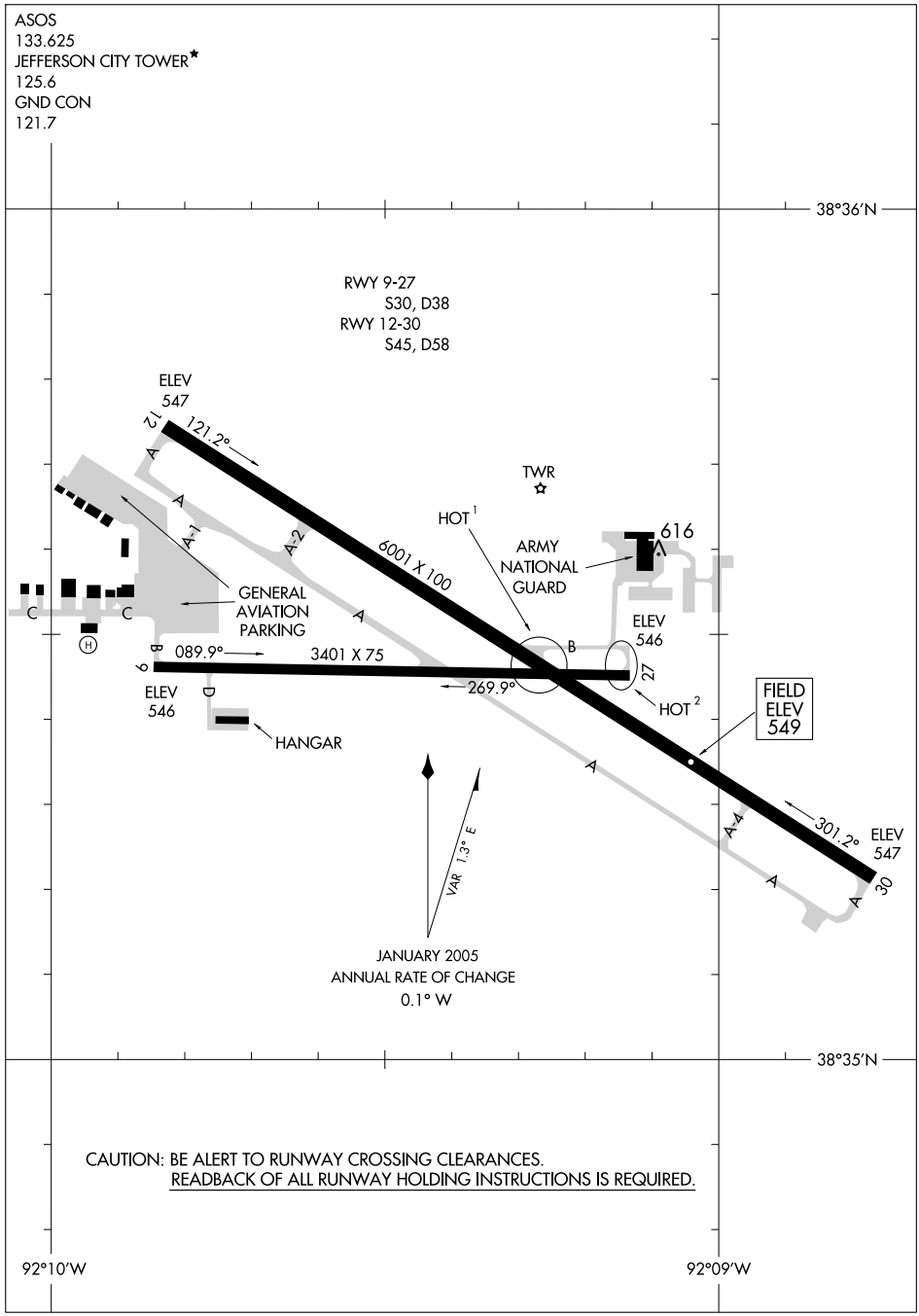


CATEGORY	A	B	C	D
LPV DA	1144-1¼ 318 (400-1¼)			
LNAV/VNAV DA	1283-1¾ 457 (500-1¾)			
LNAV MDA	1300-1 474 (500-1)		1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)
CIRCLING	1440-1 600 (600-1)		1440-1½ 600 (600-1½)	1440-2 600 (600-2)

AIRPORT DIAGRAM

AL-796 (FAA)

JEFFERSON CITY MEMORIAL (JEF)
JEFFERSON CITY, MISSOURI



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JEF 110.5 Chan 42	APP CRS 300°	Rwy ldg 6001 TDZE 549 Apt Elev 549

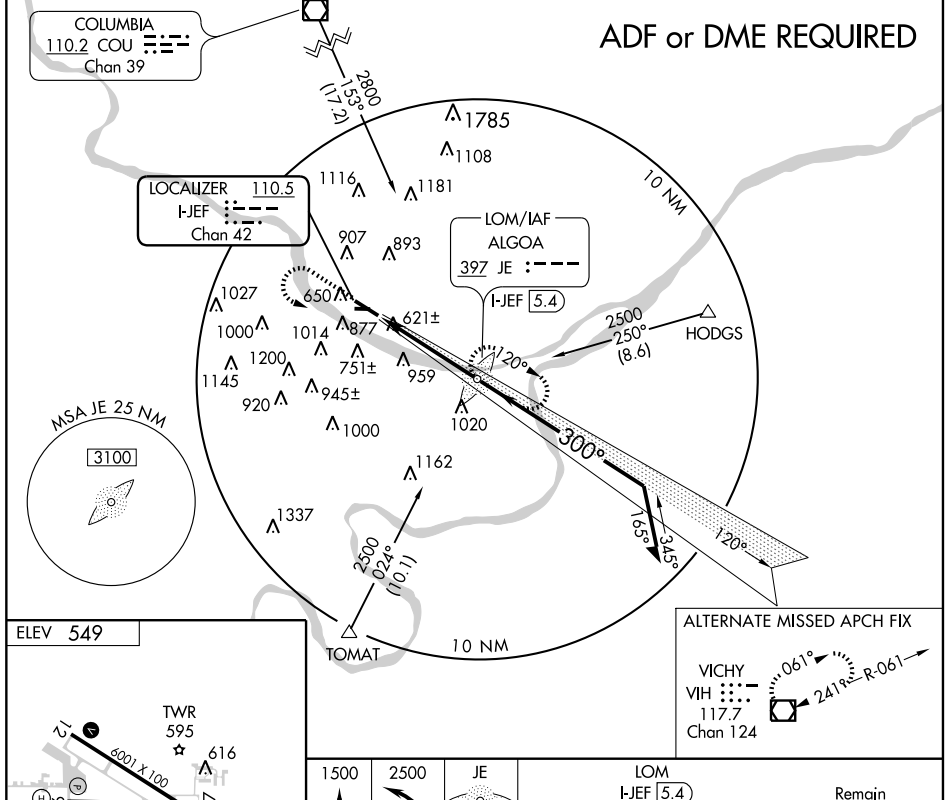
ILS or LOC RWY 30
JEFFERSON CITY MEMORIAL (JEF)

If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
VDP NA when using Columbia Rgnl altimeter setting.
For inoperative MALSR, increase S-LOC 30 Cat D visibility to 1 mile.
ADF required.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

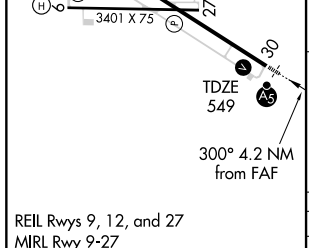
ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95



ALTERNATE MISSED APCH FIX

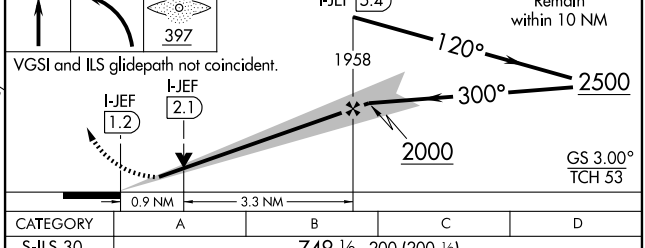
VICHY
VIH
117.7
Chan 124
061°
241°
R-061

ELEV 549



REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 30	749-½ 200 (200-½)			
S-LOC 30	880-½ 331 (400-½)			880-¾ 331 (400-¾)
CIRCLING	1280-1 731 (800-1)		1280-2 731 (800-2)	1320-2½ 771 (800-2½)

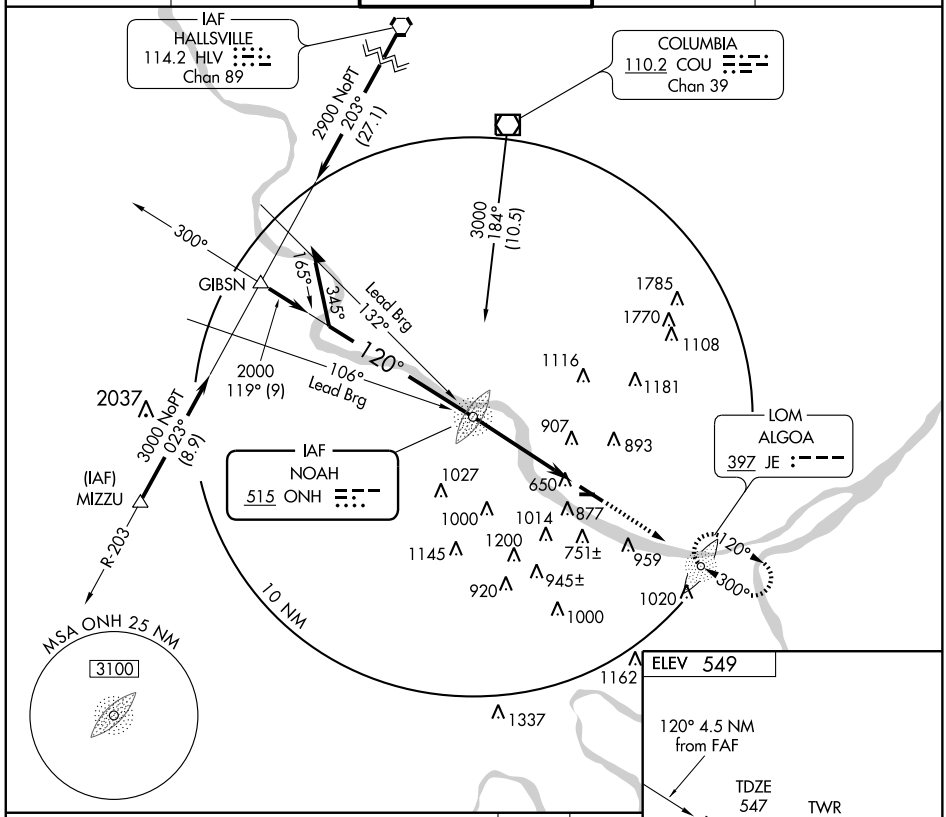
NC-3, 03 JUN 2010 to 01 JUL 2010

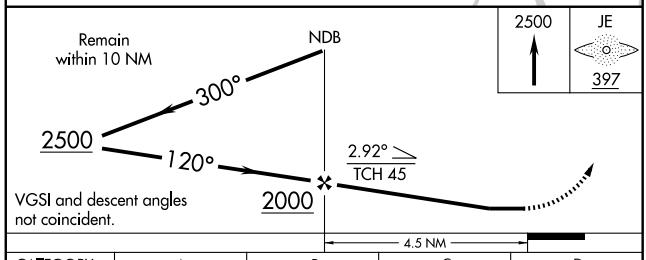
NDB ONH	APP CRS	Rwy ldg	6001
515	120°	TDZE	547
		Apt Elev	549

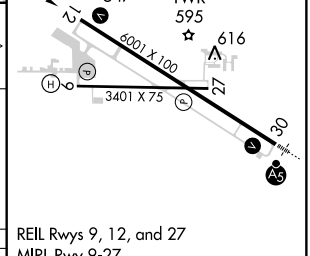
NDB RWY 12
JEFFERSON CITY MEMORIAL (JEF)

MISSED APPROACH: Climb to 2500 direct JE LOM and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95







REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

CATEGORY	A	B	C	D
S-12	1240-1	693 (700-1)	1240-2 693 (700-2)	1240-2¼ 693 (700-2¼)
CIRCLING	1240-1	691 (700-1)	1240-2 691 (700-2)	1320-2½ 771 (800-2½)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-3, 03 JUN 2010 to 01 JUL 2010

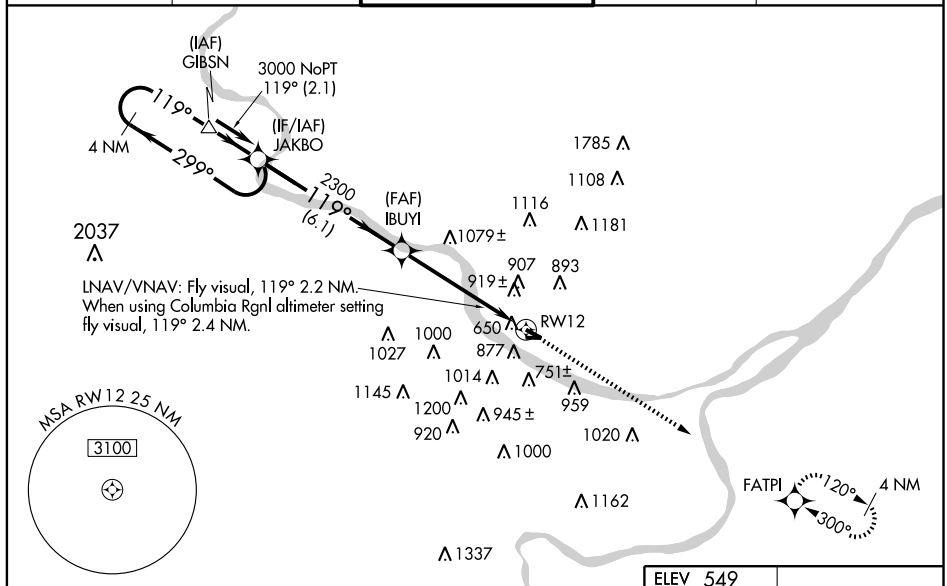
WAAS CH 49005 W12A	APP CRS 119°	Rwy ldg 6001 TDZE 547 Apt Elev 549

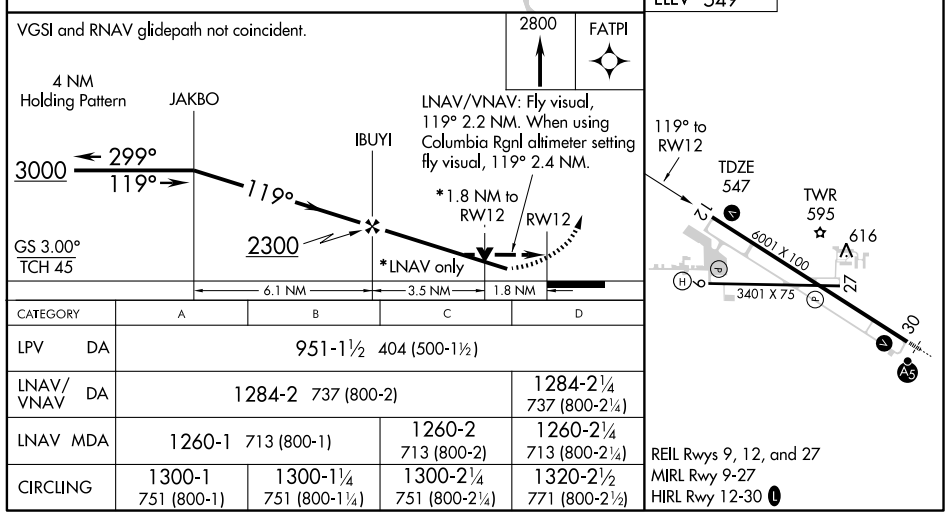
RNAV (GPS) RWY 12
JEFFERSON CITY MEMORIAL (JEF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats C and D visibility ½ mile, LNAV Cats B, C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	951-1½ 404 (500-1½)			
LNAV/VNAV DA	1284-2 737 (800-2)			1284-2¼ 737 (800-2¼)
LNAV MDA	1260-1 713 (800-1)		1260-2 713 (800-2)	1260-2¼ 713 (800-2¼)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 86410 W30A	APP CRS 300°	Rwy ldg 6001 TDZE 549 Apt Elev 549

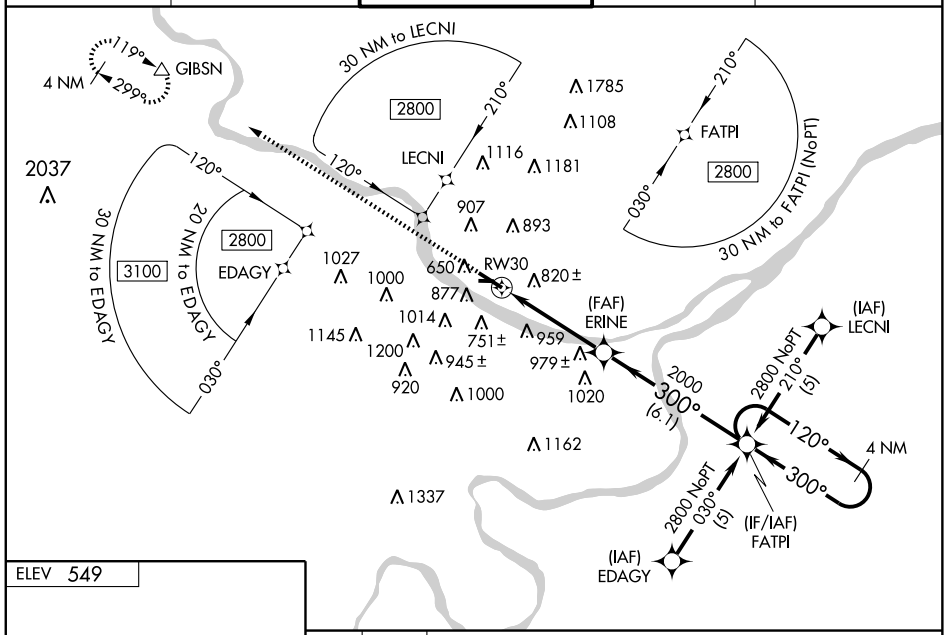
RNAV (GPS) RWY 30
JEFFERSON CITY MEMORIAL (JEF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Columbia Rgnl altimeter settting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼.
Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALSR

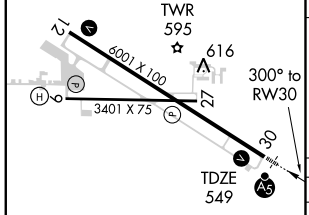
MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

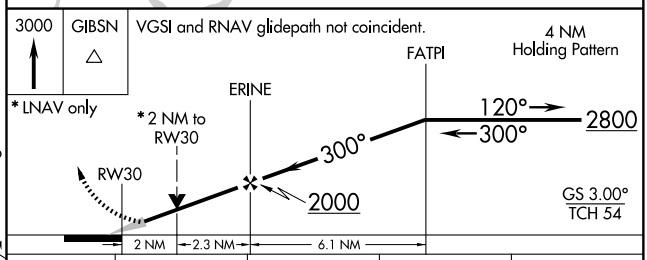
ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95



NC-3, 03 JUN 2010 to 01 JUL 2010

ELEV 549





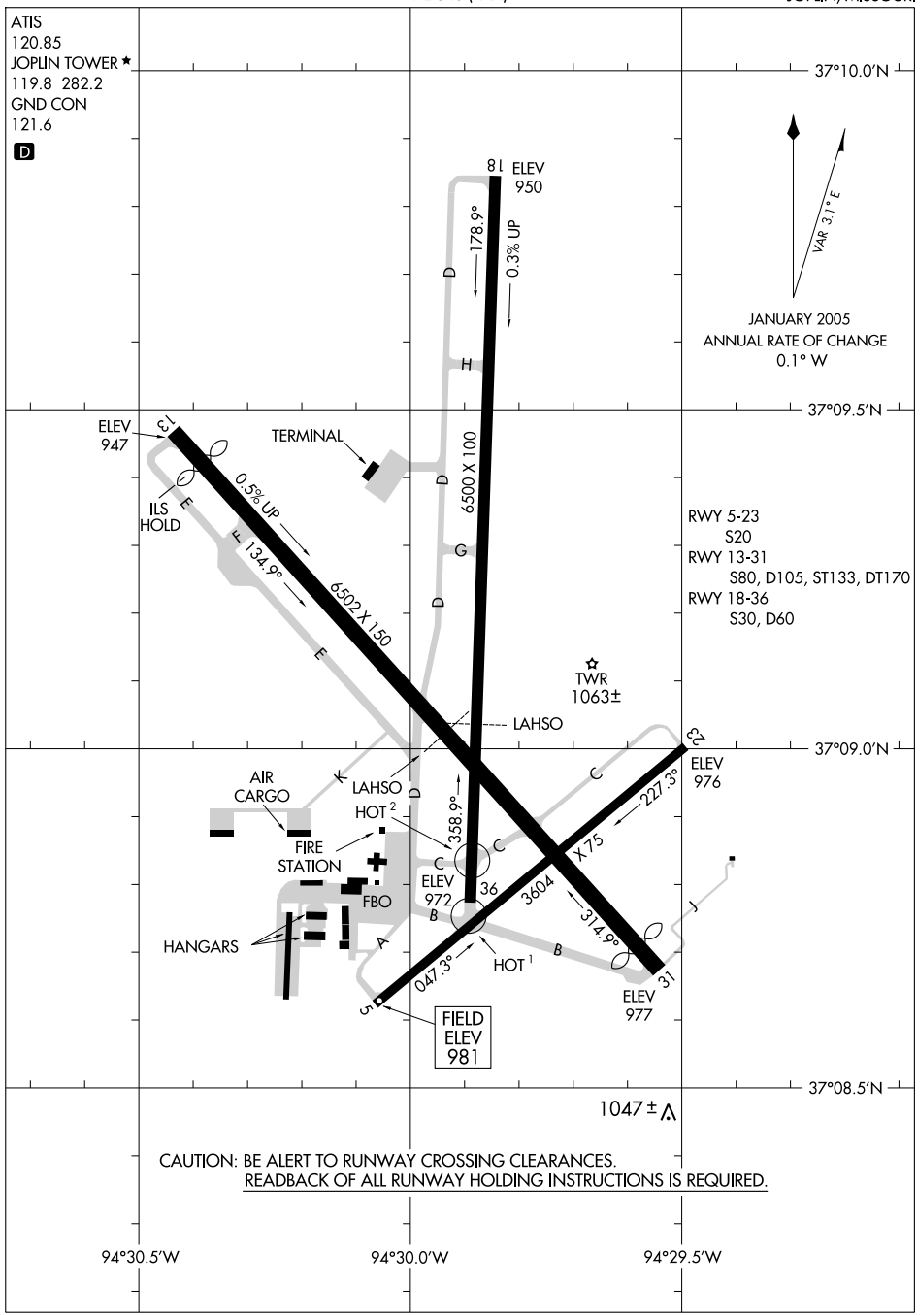
CATEGORY		A	B	C	D
LPV	DA	799-½ 250 (300-½)			
LNAV/VNAV	DA	1322-2¼ 773 (800-2¼)			
LNAV	MDA	1240-½ 691 (700-½)		1240-1½ 691 (700-1½)	1240-1¾ 691 (700-1¾)
CIRCLING		1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

AIRPORT DIAGRAM

AL-540 (FAA)

JOPLIN RGNL (JLN)
JOPLIN, MISSOURI



LOC/DME I-JQX 108.9 Chan 26	APP CRS 178°	Rwy ldg 6500 TDZE 965 Apt Elev 981

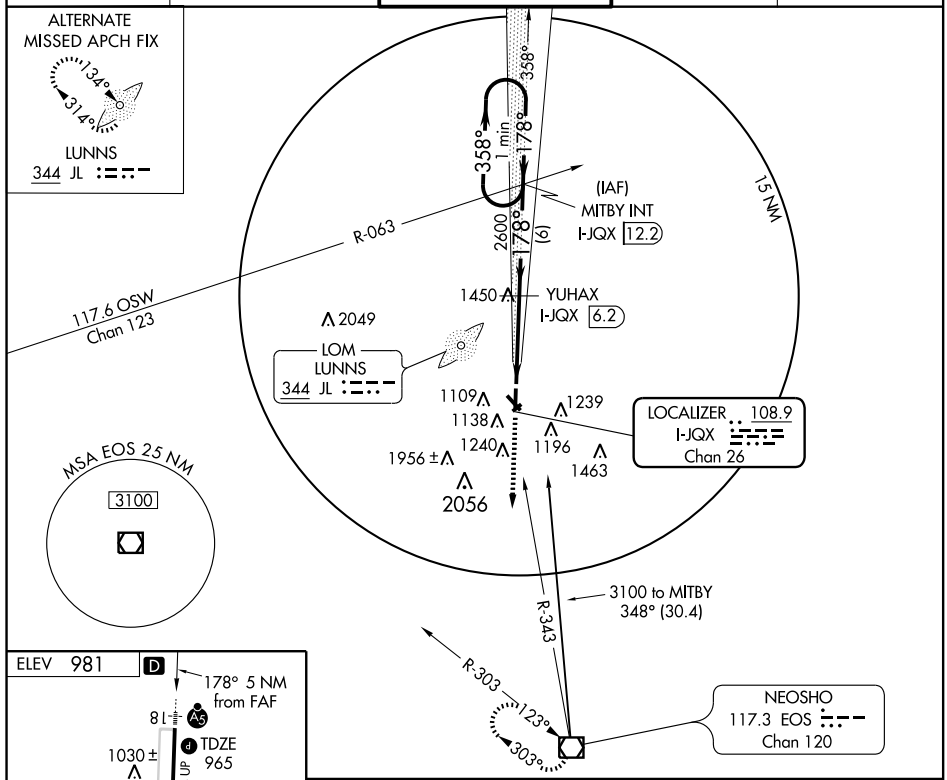
ILS or LOC/DME RWY 18

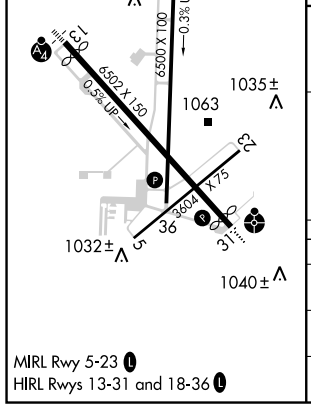
JOPLIN RGNL (JLN)

MALSR

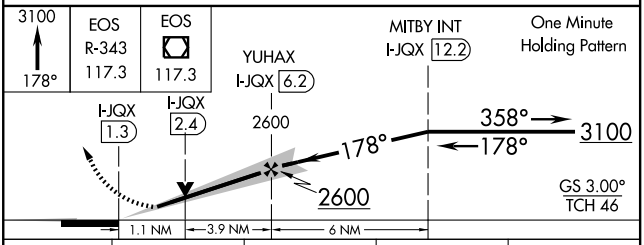
MISSED APPROACH: Climb to 3100 via heading 178° and EOS R-343 to EOS VOR/DME and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95





MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
S-ILS 18	1165/24 200 (200-½)			
S-LOC 18	1340/24 375 (400-½)			1340/40 375 (400-¾)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC I-JLN	APP CRS	Rwy ldg 5802
110.3	134°	TDZE 968
		Apt Elev 981

ILS or LOC/NDB RWY 13

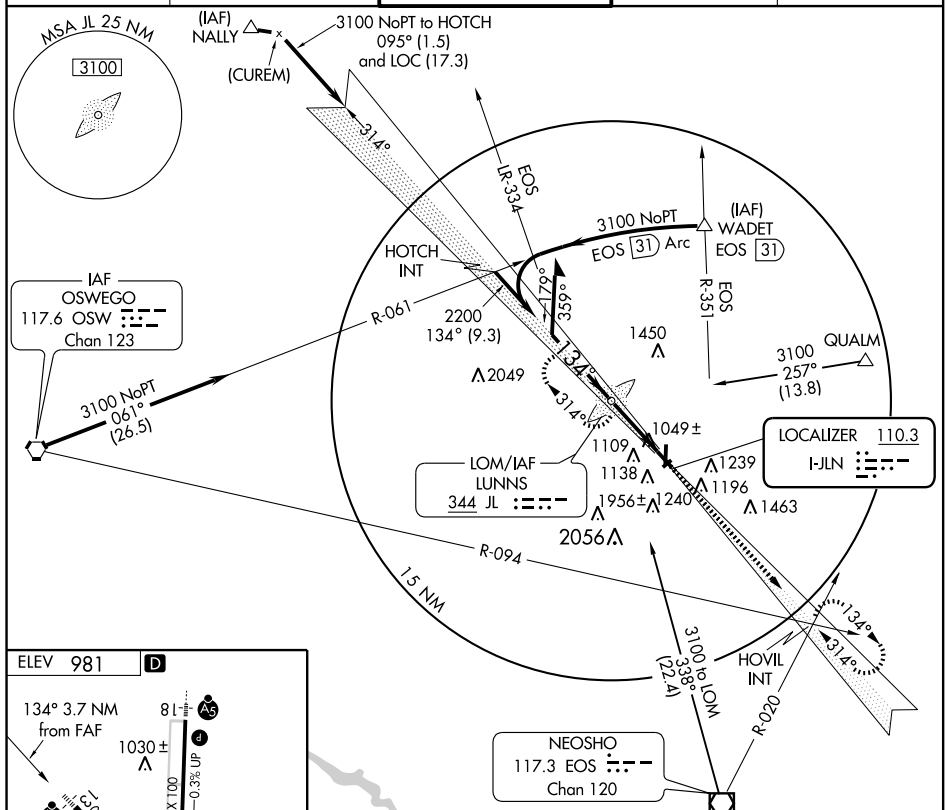
JOPLIN RGNL (JLN)

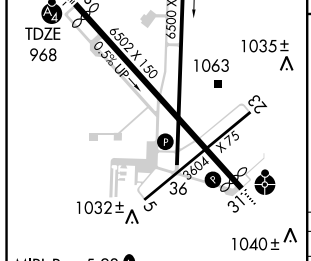
MALSF (NSTD) 1368'.

MALSF

MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.

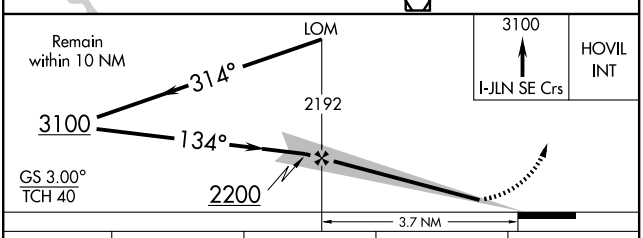
ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95





MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 13	1168-¾ 200 (200-¾)			
S-LOC 13	1300-¾ 332 (400-¾)			1300-1 332 (400-1)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

LOC I-JLN	APP CRS	Rwy ldg	5802
110.3	314°	TDZE	978
		Apt Elev	981

LOC BC RWY 31
JOPLIN RGNL (JLN)

ODALS (NSTD) 1438'.
Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

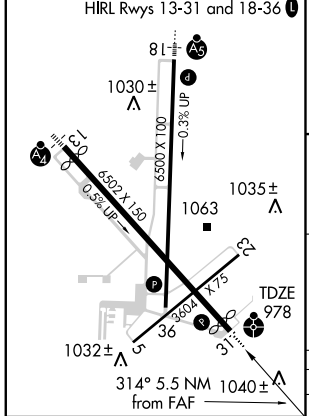
Procedure NA for arrival on EOS VOR/DME airway radials 052 CW 067.

MSA EOS 25 NM
3100

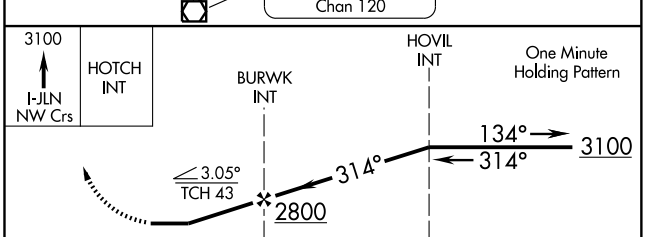
1450
2049
134°
314°
HOTCH INT
LOCALIZER 110.3
I-JLN
OSWEGO
117.6 OSW
Chan 123
R-061
1109
1239
1138
1196
3100 to HOVIL
134° (8.1)
1956±
1240
1463
DROOP
2056
BURWK INT
3100 to HOVIL
094°
(42.8)
2800
(6)
314°
R-094
134°
1 min
314°
(IF/IAF)
HOVIL INT
R-020
10 NM
R-357
134°
3100 NoPT
020°
(10.8)
IAF
NEOSHO
117.3 EOS
Chan 120

BACK COURSE

ELEV 981 D MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-31	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 90109 W13A	APP CRS 134°	Rwy ldg 5802 TDZE 968 Apt Elev 981

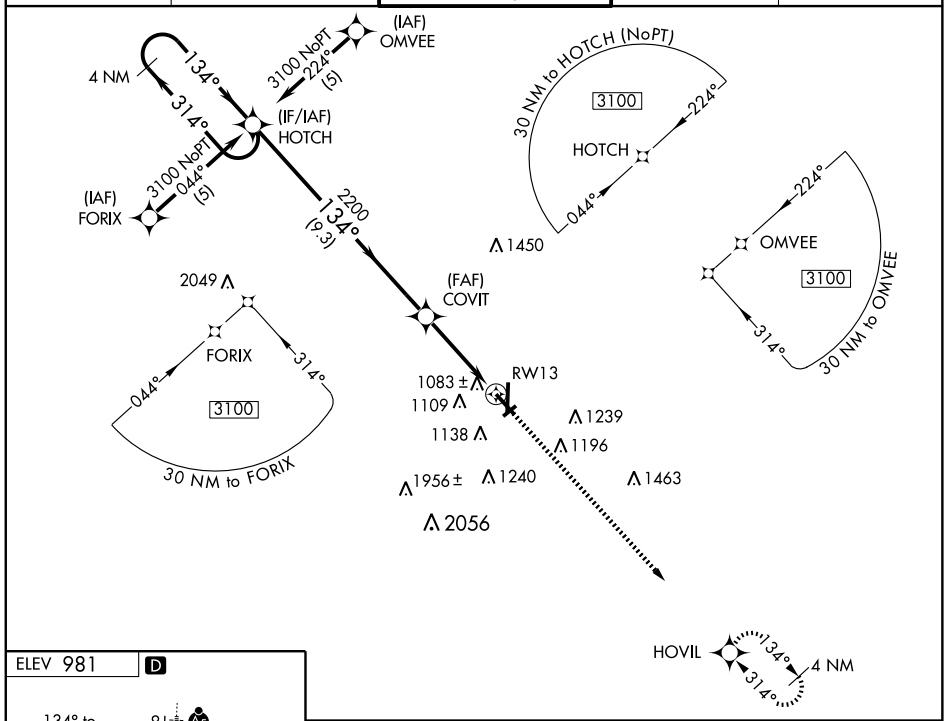
RNAV (GPS) RWY 13
JOPLIN RGNL (JLN)

T MALSF (NSTD) 1368'.
DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F)
For inoperative MALSF, increase LPV CATS A/B/C visibility to 1.

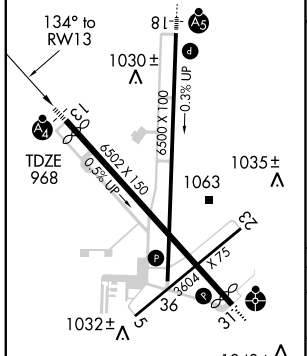
MALSF

MISSED APPROACH: Climb to 3100 direct HOVIL and hold.

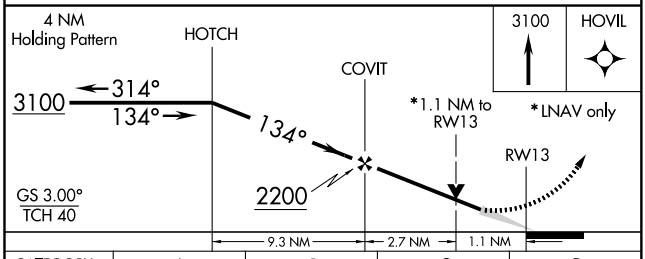
ATIS	KANSAS CITY CENTER	JOPLIN TOWER*	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95



ELEV 981 D



MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	1220-¾ 252 (300-¾)			1220-1 252 (300-1)
LNAV/VNAV DA	1380-1¼ 412 (400-1¼)			1380-1½ 412 (400-1½)
LNAV MDA	1340-¾ 372 (400-¾)			1340-1 372 (400-1)
CIRCLING	1460-1½ 479 (500-1½)	1500-1½ 519 (600-1½)		1540-2 559 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 97309 W18A	APP CRS 178°	Rwy ldg 6500 TDZE 965 Apt Elev 981

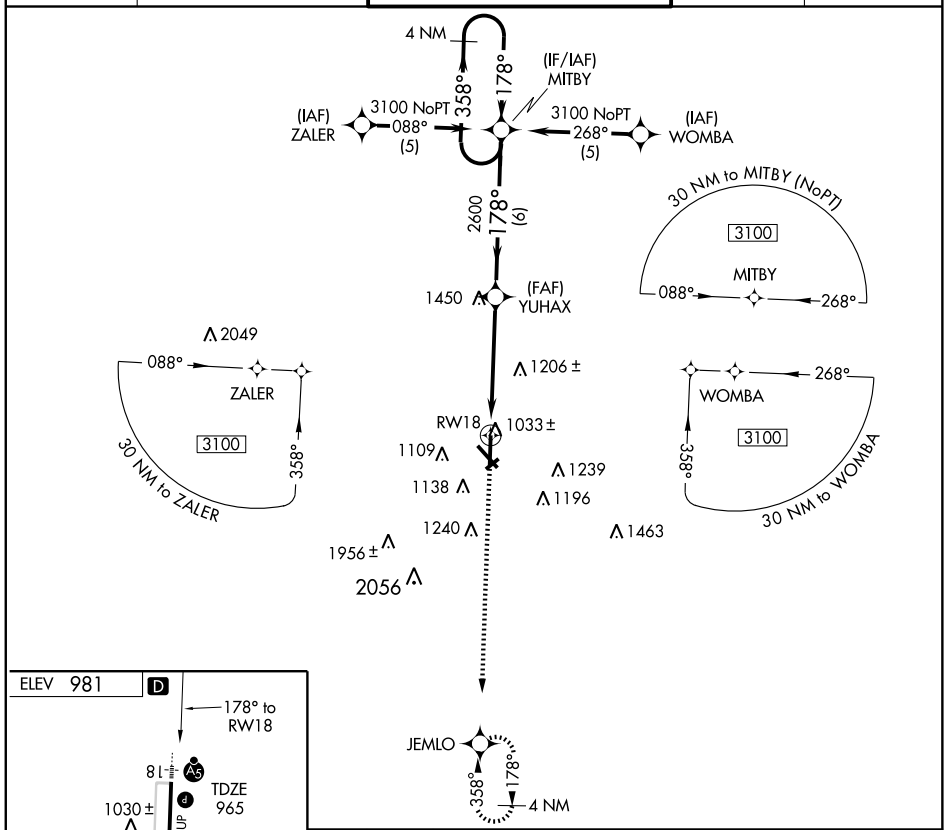
RNAV (GPS) RWY 18
JOPLIN RGNL (JLN)

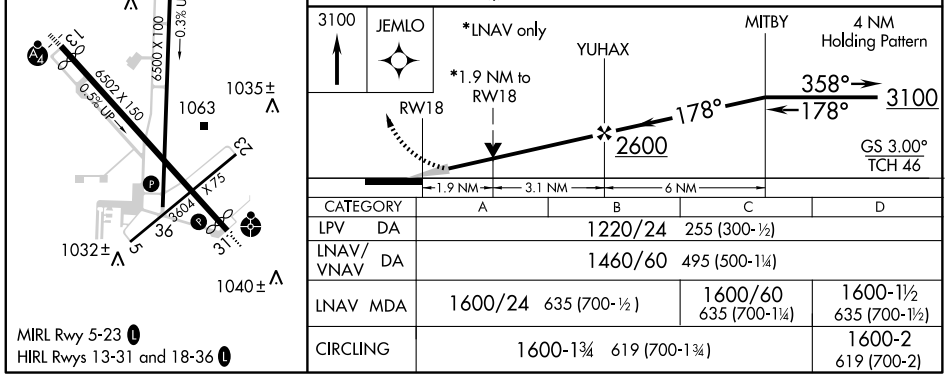
DME/DME RNP- 0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3100 direct JEMLO and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER ★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95





MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L

CATEGORY	A	B	C	D
LPV DA	1220/24 255 (300-½)			
LNAV/VNAV DA	1460/60 495 (500-1¼)			
LNAV MDA	1600/24 635 (700-½)		1600/60 635 (700-1¼)	1600-1½ 635 (700-1½)
CIRCLING	1600-1¾ 619 (700-1¾)			1600-2 619 (700-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	5802
314°	TDZE	978
	Apt Elev	981

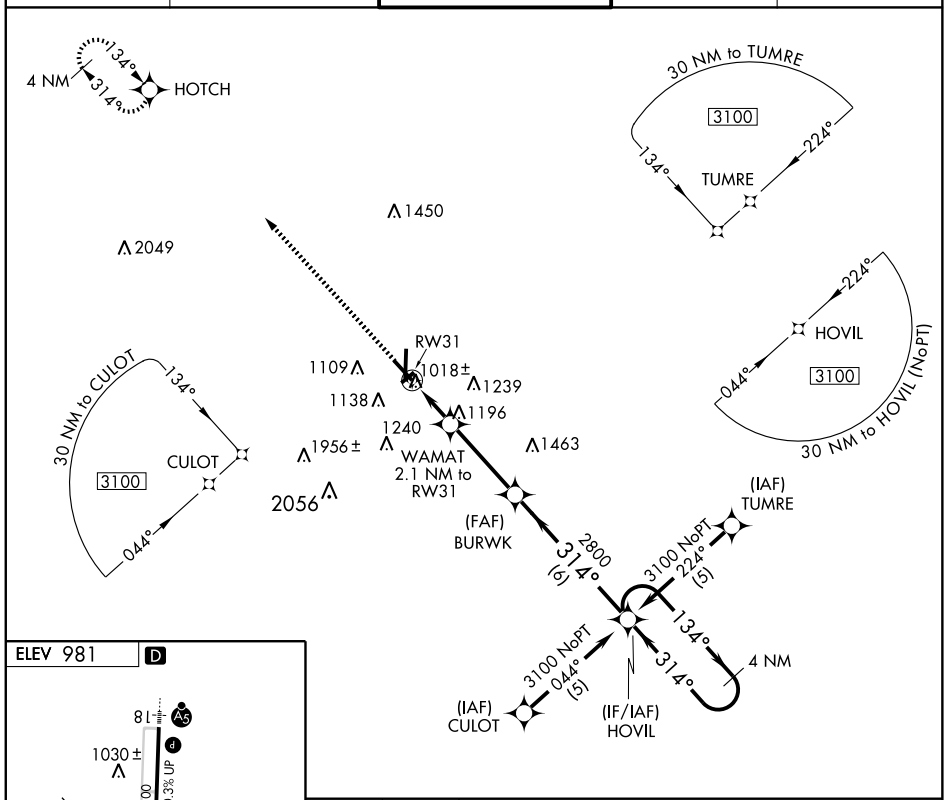
RNAV (GPS) RWY 31
JOPLIN RGNL (JLN)

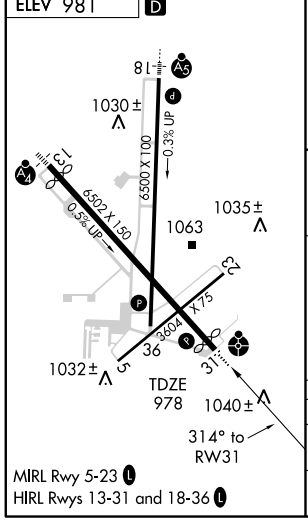
Circling to Rwy 5 not authorized at night.
DME/DME RNP-0.3 not authorized.
ODALS (NSTD) 1438′.
Inoperative table does not apply.

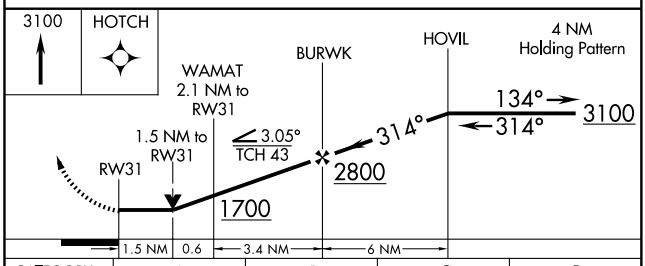
ODALS

MISSED APPROACH: Climb to 3100 direct HOTCH and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1500-1 522 (600-1)		1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1 519 (600-1)		1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3. 03 JUN 2010 to 01 JUL 2010

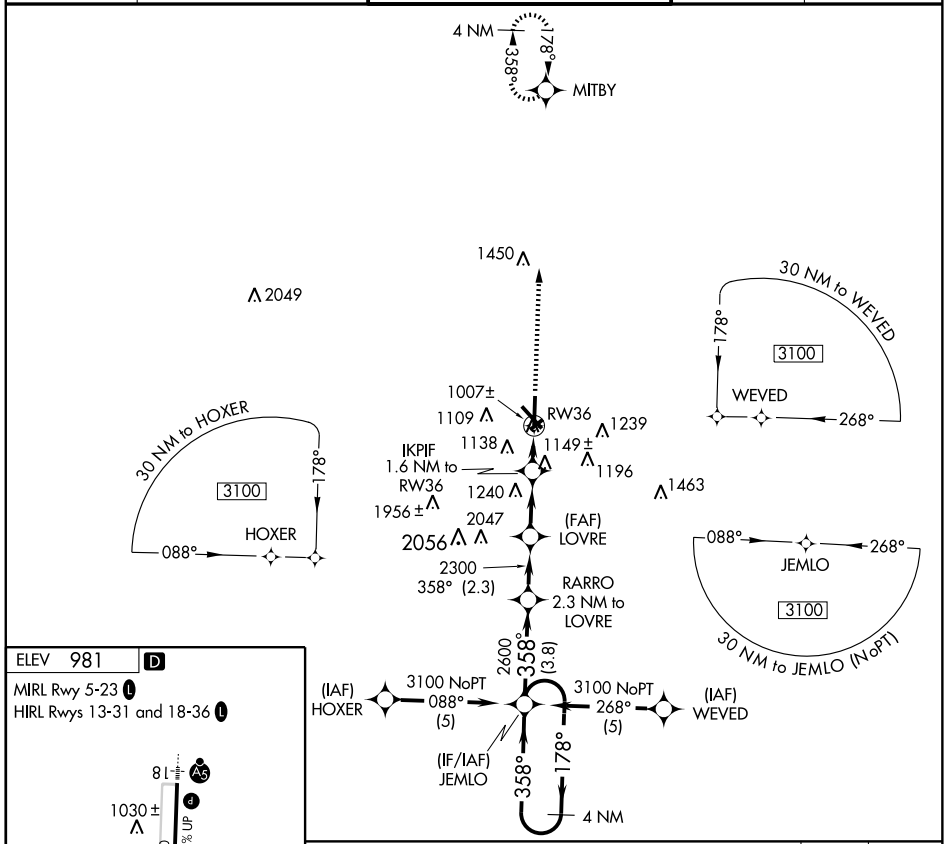
APP CRS	Rwy ldg	6500
358°	TDZE	972
	Apt Elev	981

RNAV (GPS) RWY 36
JOPLIN RGNL (JLN)

DME/DME RNP- 0.3 not authorized.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

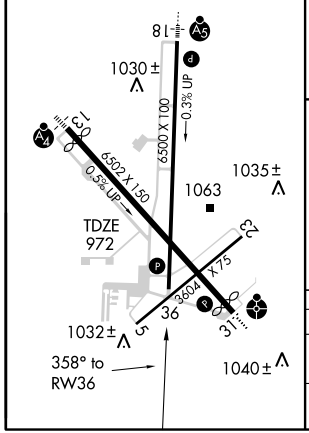
ATIS	KANSAS CITY CENTER	JOPLIN TOWER*	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

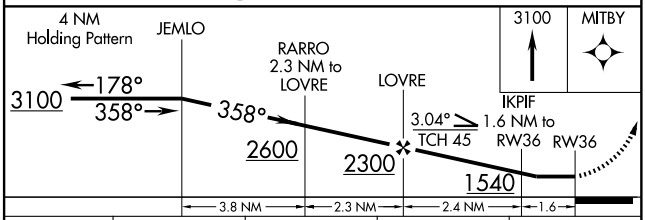


ELEV 981 D

MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 L





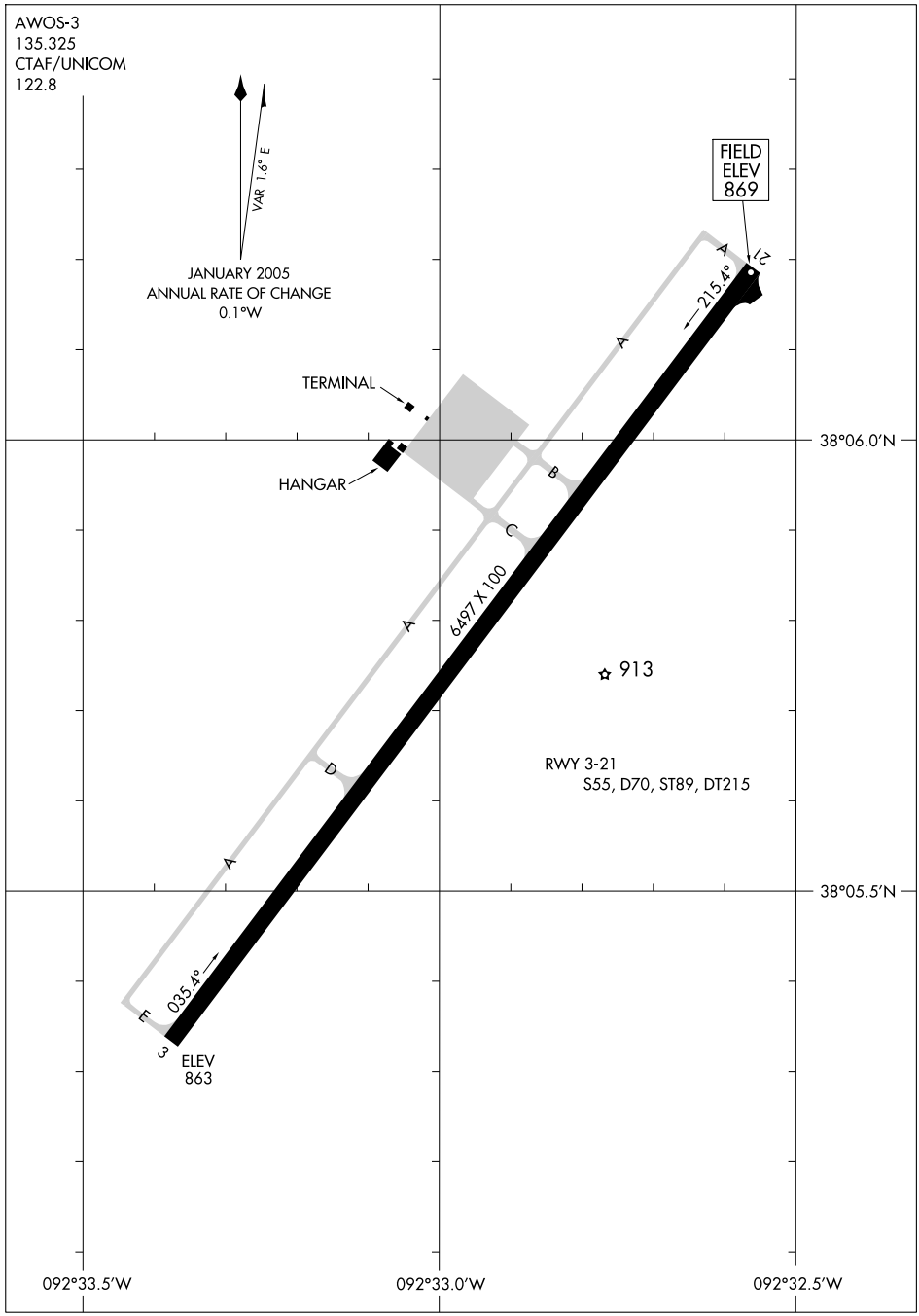
CATEGORY	A	B	C	D
LNAV MDA	1400-1 428 (500-1)		1400-1¼ 428 (500-1¼)	1400-1½ 428 (500-1½)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

09295

AIRPORT DIAGRAM

AL-5765 (FAA)

KAISER/LEE C. FINE MEMORIAL (AIZ)
KAISER/LAKE OZARK, MISSOURI



NC-3, 03 JUN 2010 to 01 JUL 2010

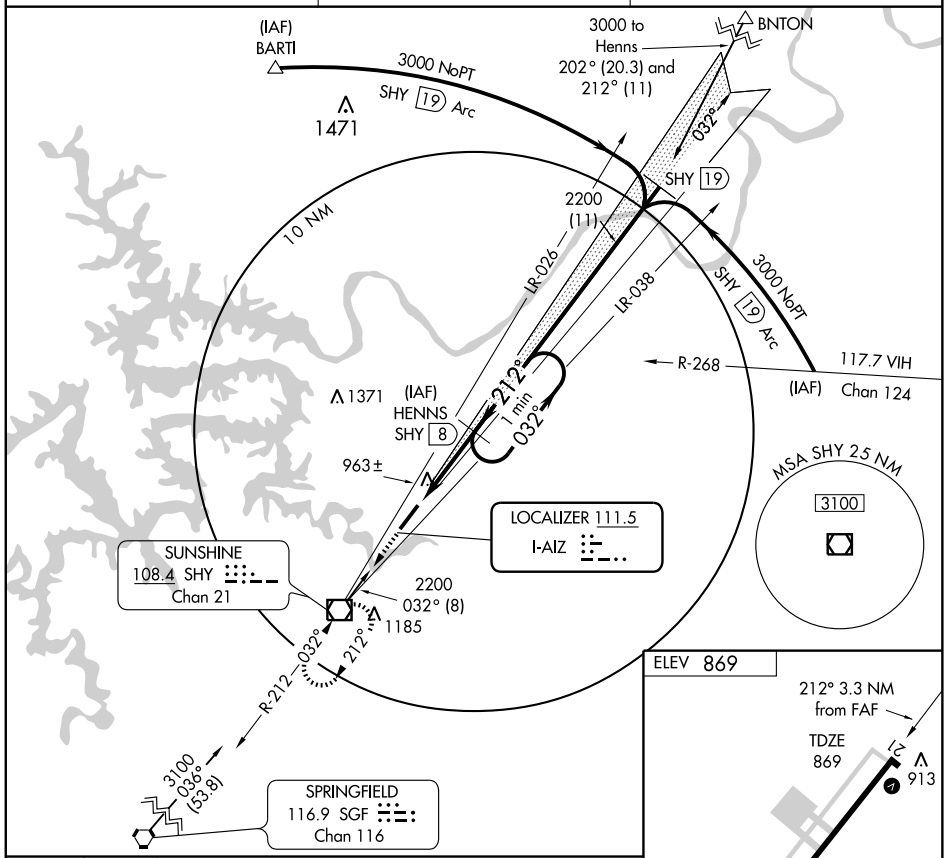
LOC I-AIZ	APP CRS	Rwy ldg	6497
111.5	212°	TDZE	869
		Apt Elev	869

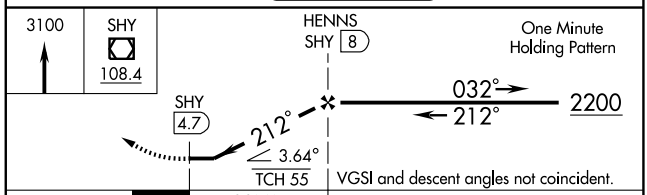
LOC/DME RWY 21

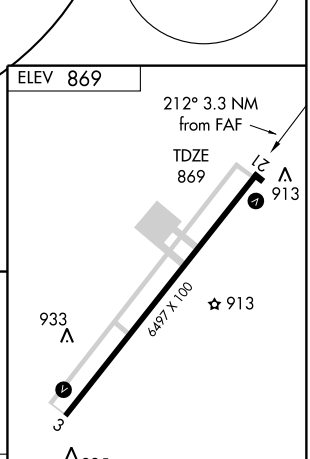
KAISER/ LEE C. FINE MEMORIAL (AIZ)

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-21	1220-1 351 (400-1)			NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

MIRL Rwy 3-21 L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 65901 W03A	APP CRS 032°	Rwy ldg 6497 TDZE 863 Apt Elev 869

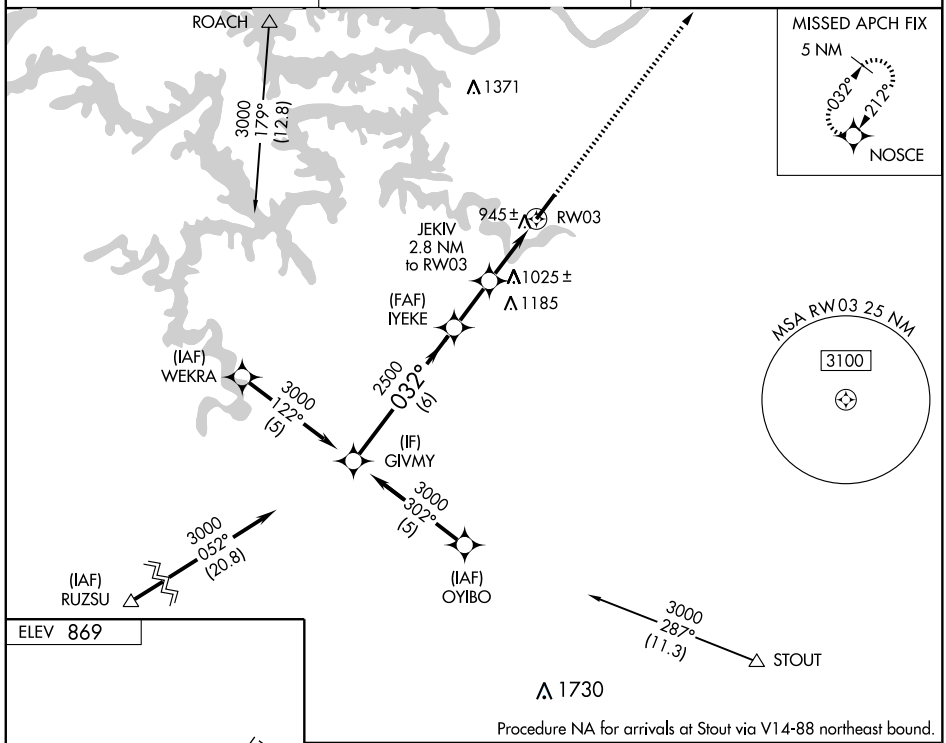
RNAV (GPS) RWY 3

KAISER/LEE C FINE MEMORIAL (AIZ)

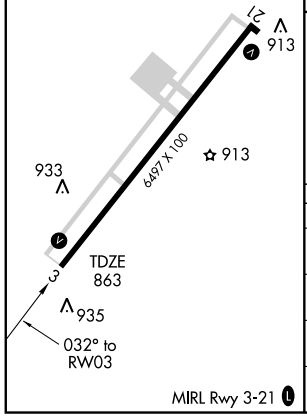
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F).
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 3 NA at night.

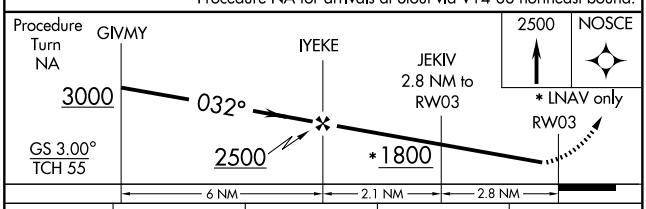
MISSED APPROACH: Climb to 2500 direct NOSCE and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



Procedure NA for arrivals at Stout via V14-88 northeast bound.





CATEGORY	A	B	C	D
LPV DA	1142-1 279 (300-1)			NA
LNAV/VNAV DA	1214-1¼ 351 (400-1¼)			NA
LNAV MDA	1280-1 417 (500- 1)		1280-1¼ 417 (500-1¼)	NA
CIRCLING	1400-1¼ 531 (600-1¼)		1440-1½ 571 (600-1½)	NA

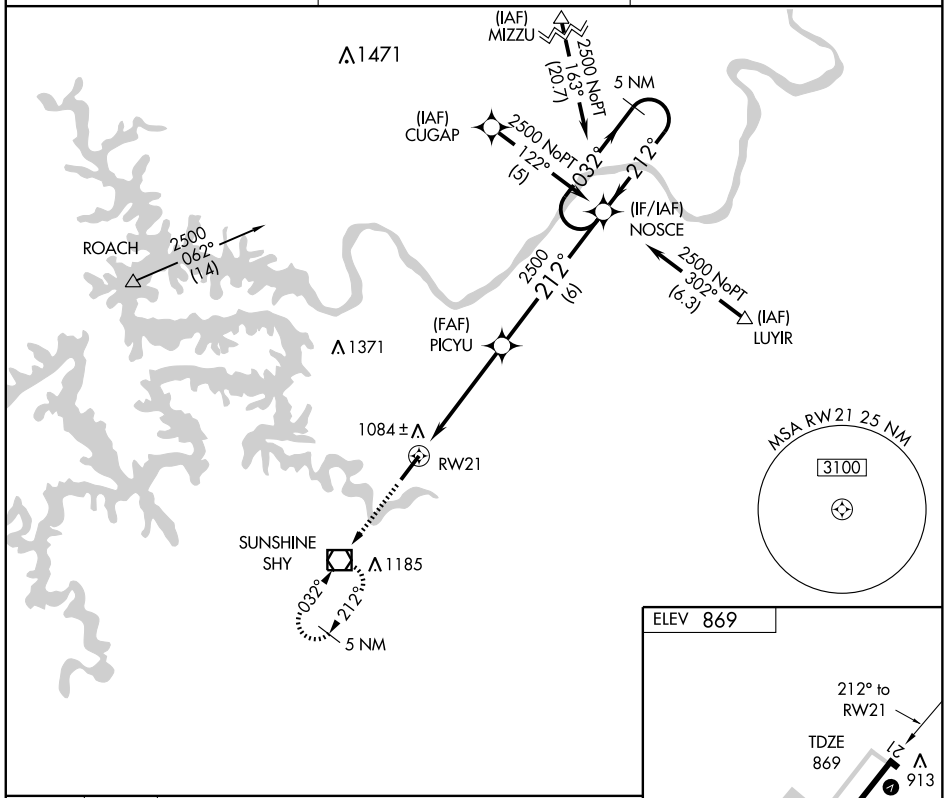
APP CRS	Rwy ldg	6497
212°	TDZE	869
	Apt Elev	869

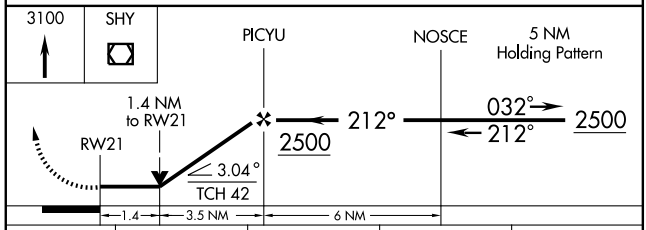
RNAV (GPS) RWY 21
KAISER/ LEE C. FINE MEMORIAL (AIZ)

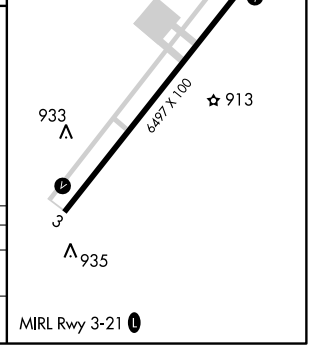
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.
VDP NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1 471 (500-1)		1340-1¼ 451 (500-1¼)	NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME SHY	APP CRS	Rwy ldg	6497
108.4	032°	TDZE	863
Chan 21		Apt Elev	869

VOR RWY 3

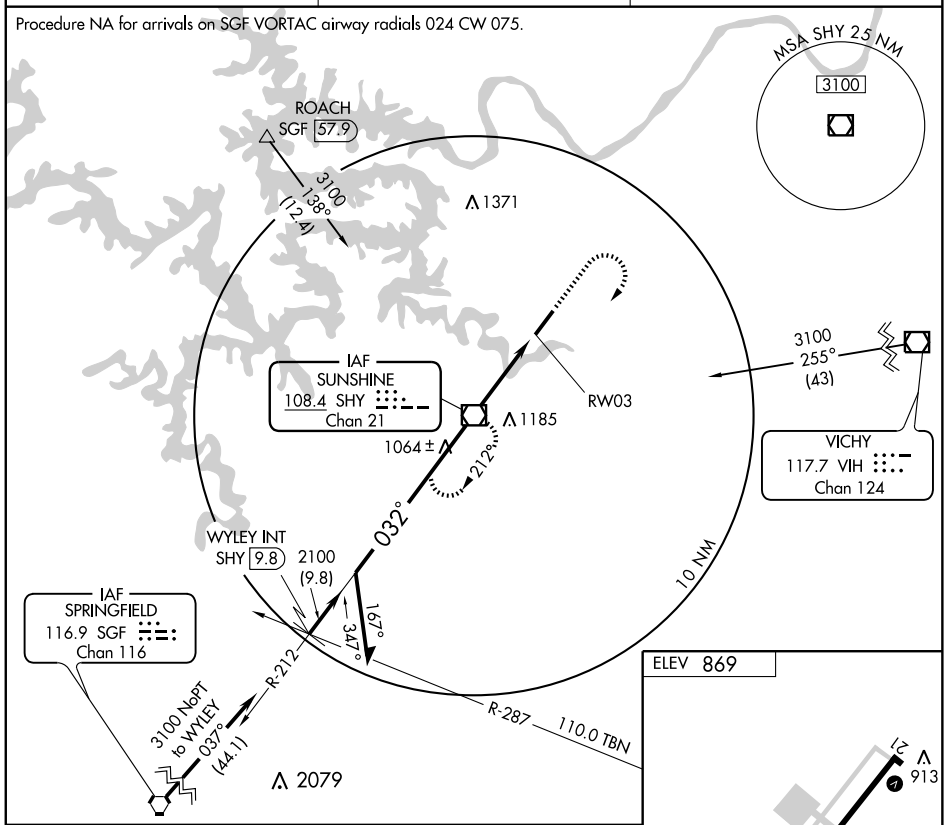
KAISER/ LEE C. FINE MEMORIAL (AIZ)

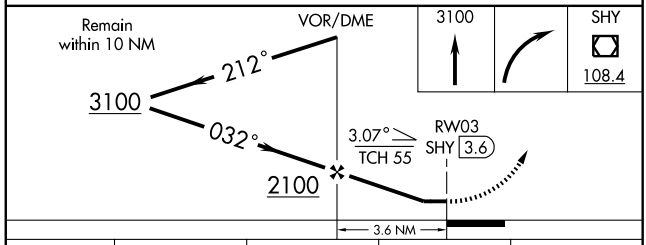
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/ circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

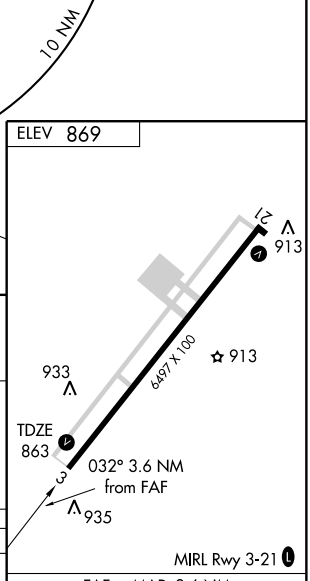
MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L

Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.







CATEGORY	A	B	C	D
S-3	1320-1 457 (500-1)		1320-1¼ 457 (500-1¼)	NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

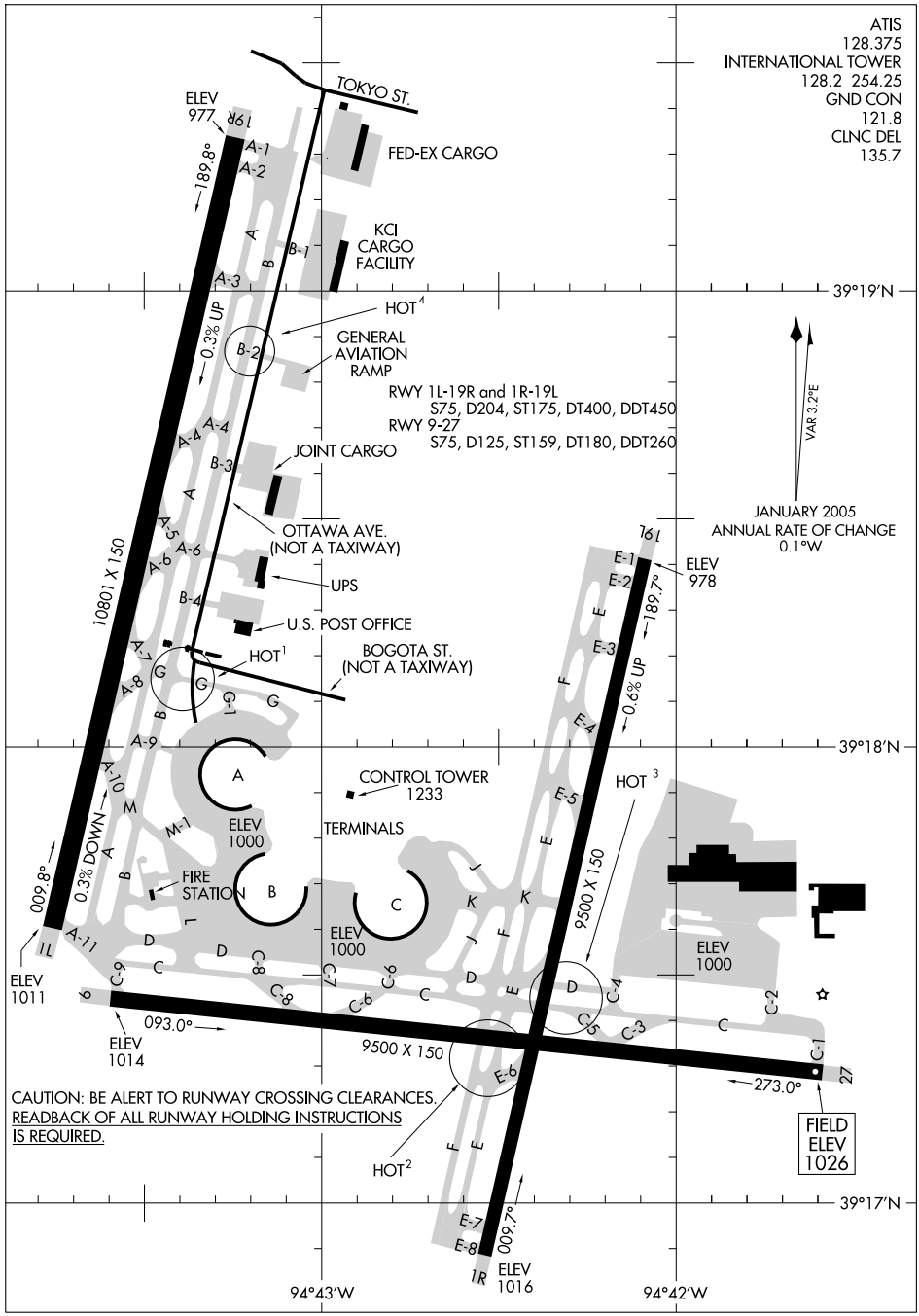
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NC-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

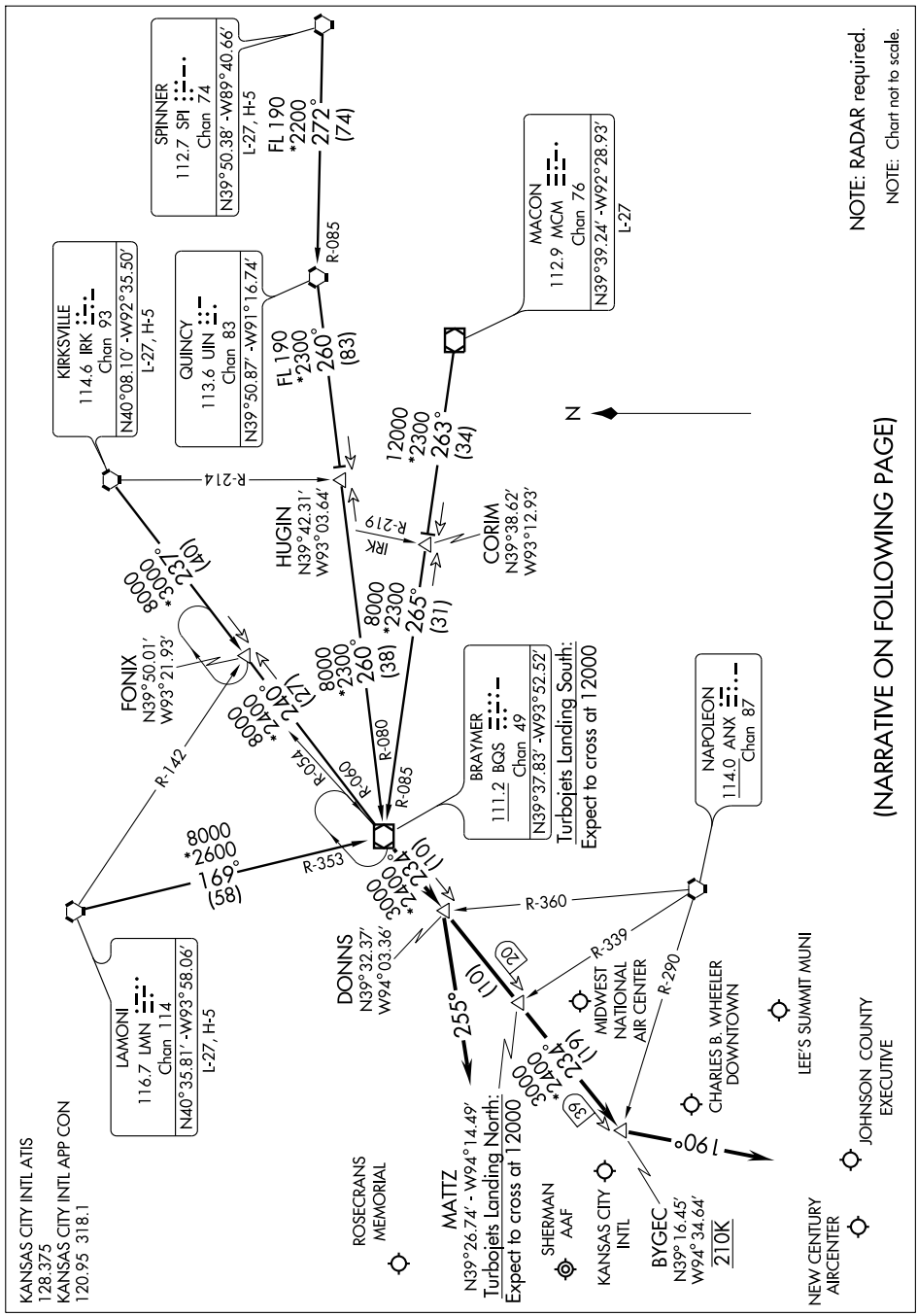


NC-3, 03 JUN 2010 to 01 JUL 2010

BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

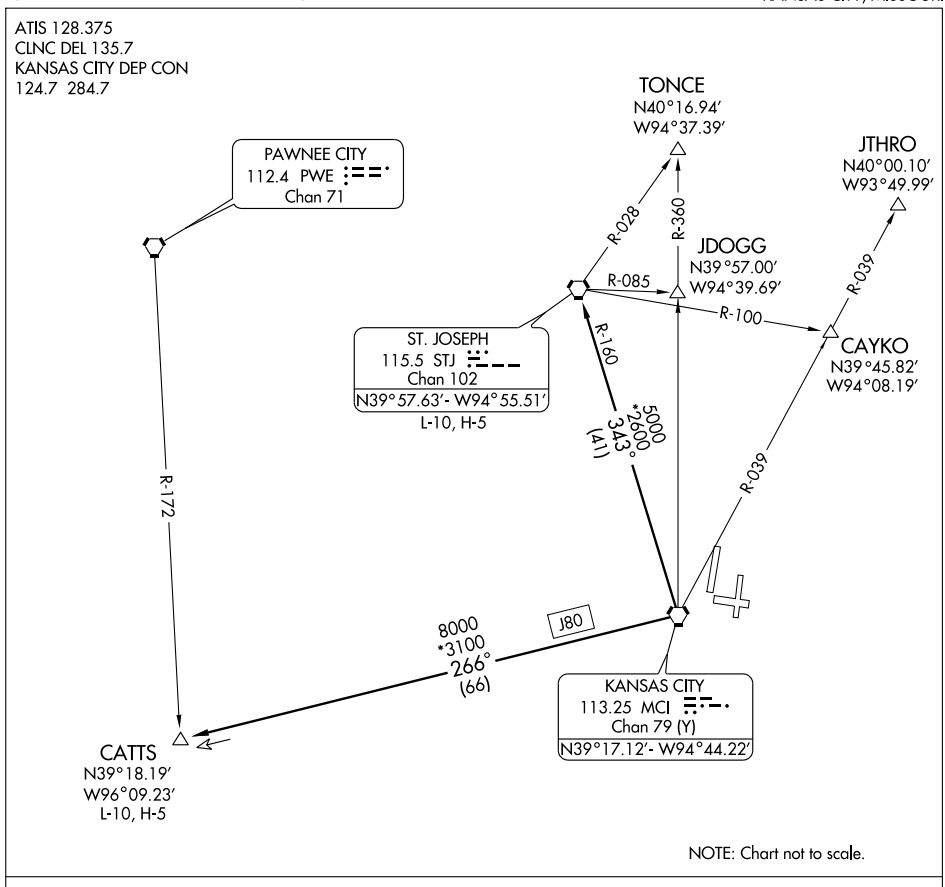
NC-3, 03 JUN 2010 to 01 JUL 2010

CHIEF THREE DEPARTURE

SL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC I-DOT	APP CRS	Rwy ldg	10801
110.5	008°	TDZE	1011
		Apt Elev	1026

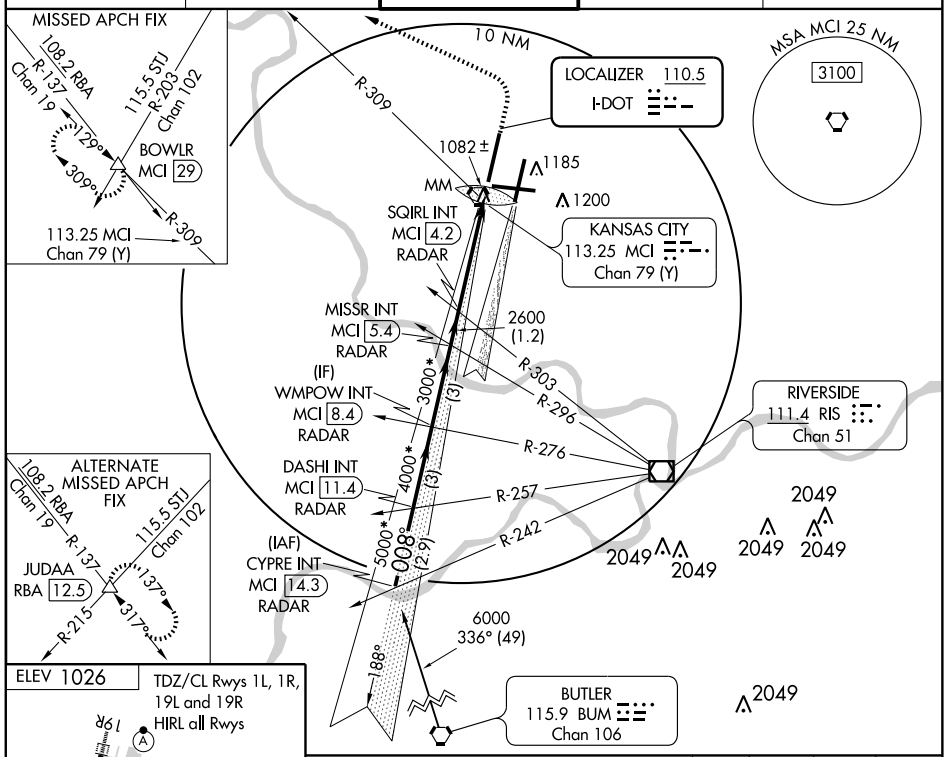
ILS or LOC RWY 1L
KANSAS CITY INTL (MCI)

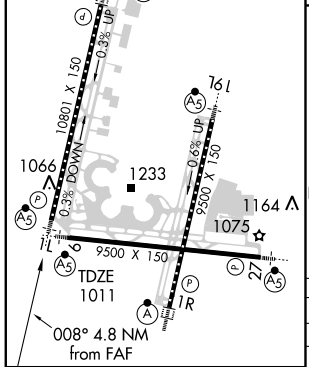
Simultaneous approach authorized with Rwy 1R. LOC procedure NA during simultaneous operations.

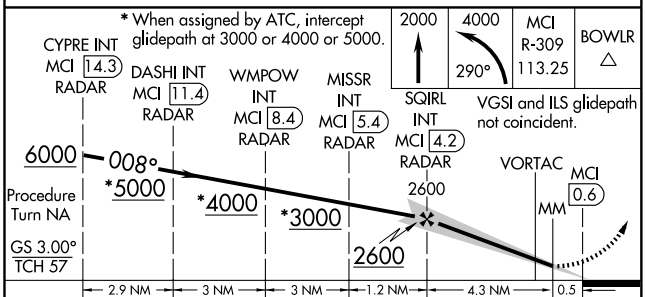
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 290° and MCI R-309 to BOWLR INT/MCI 29 DME and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
S-ILS 1L	1211/18 200 (200-½)			
S-LOC 1L	1360/24 349 (400-½)			1360/40 349 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC/DME I-PVL	APP CRS	Rwy ldg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

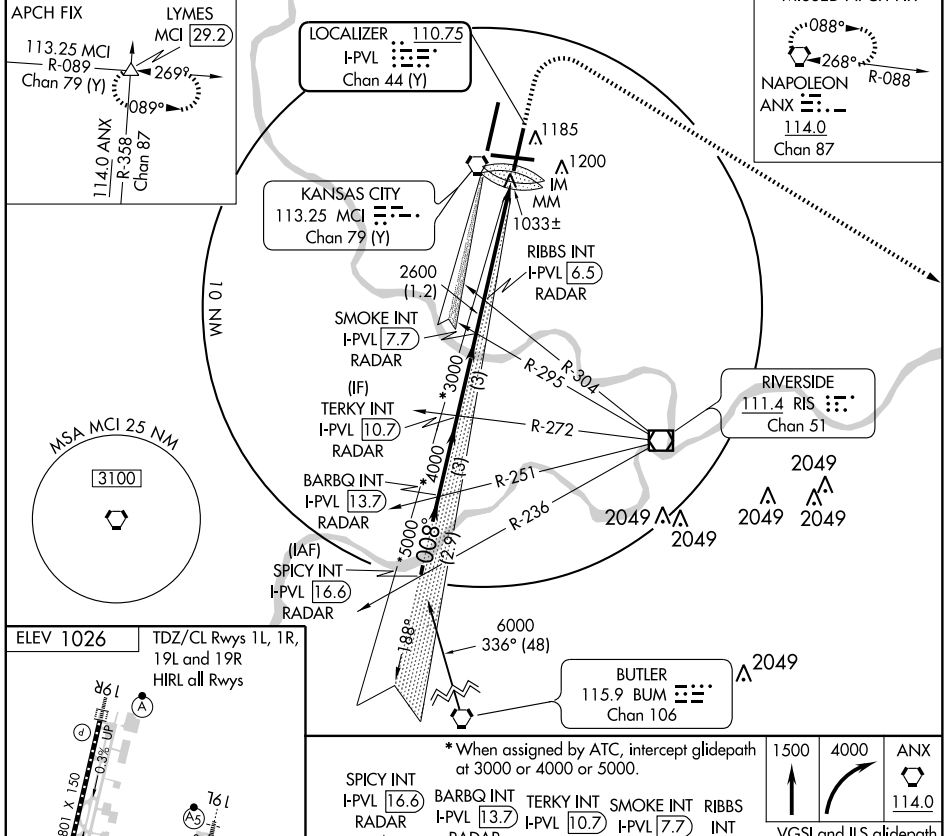
ILS or LOC RWY 1R
KANSAS CITY INTL (MCI)

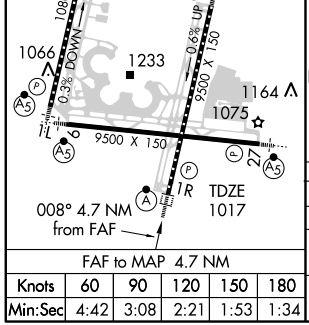
Simultaneous approach authorized with Rwy 1L.
LOC procedure NA during simultaneous operations.

ALSF-2

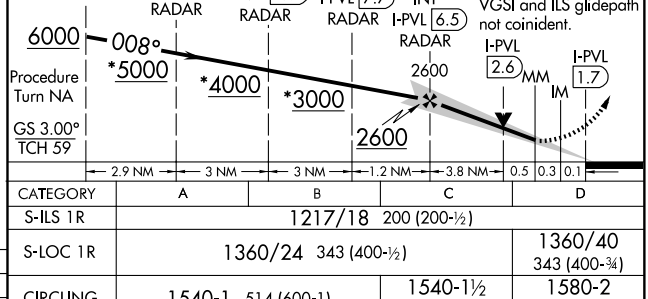
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 1R	1217/18 200 (200-½)			
S-LOC 1R	1360/24 343 (400-½)			1360/40 343 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-RNI	APP CRS	Rwy ldg	9500
109.7	091°	TDZE	1015
Chan 34		Apt Elev	1026

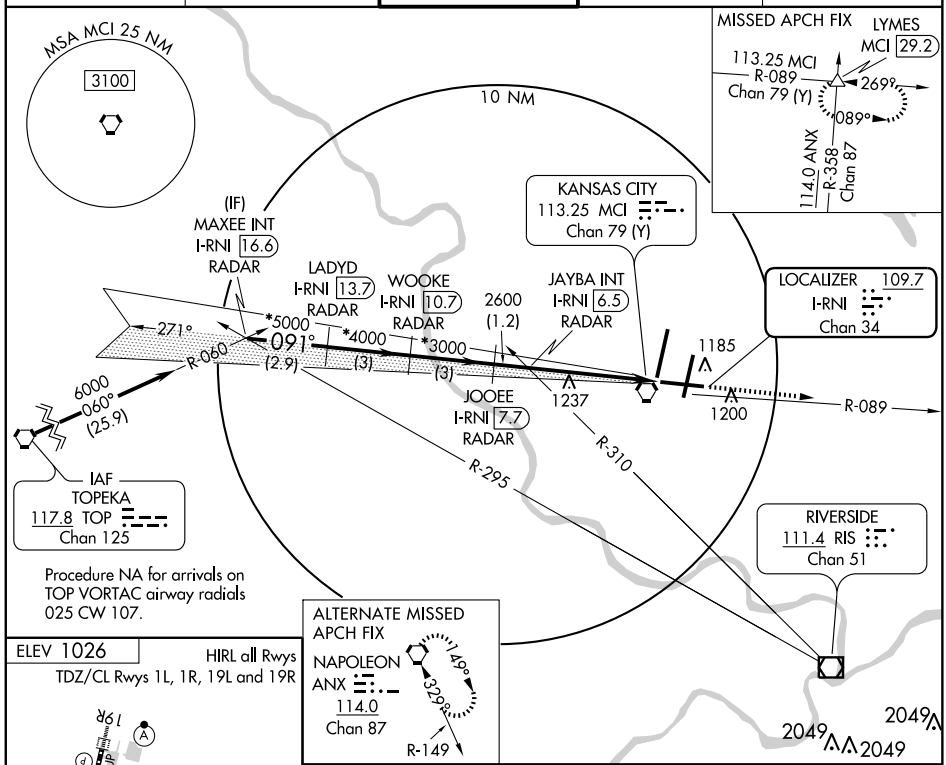
ILS or LOC RWY 9
KANSAS CITY INTL (MCI)

For inoperative MALSR, increase S-LOC 9 Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-ILS 9. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 4000 via MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

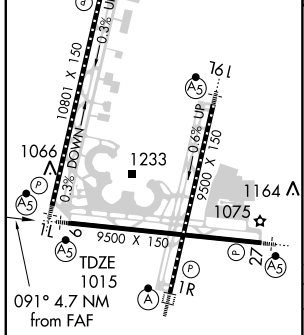


Procedure NA for arrivals on TOP VORTAC airway radials 025 CW 107.

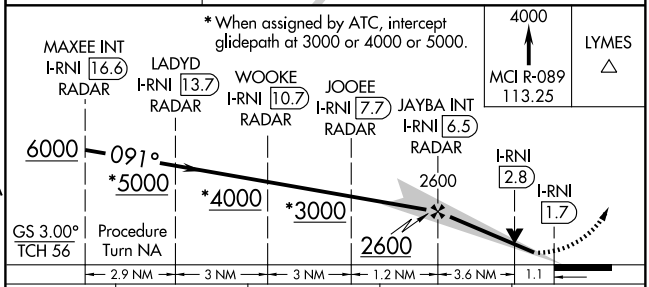
ALTERNATE MISSED APCH FIX
NAPOLEON ANX
114.0
Chan 87
149°
329°
R-149

ELEV 1026

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 9	1265/40 250 (300-¾)			
S-LOC 9	1420/40 405 (400-¾)			
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DYH 109.55 Chan 32 (Y)	APP CRS 188°	Rwy ldg 9500 TDZE 994 Apt Elev 1026

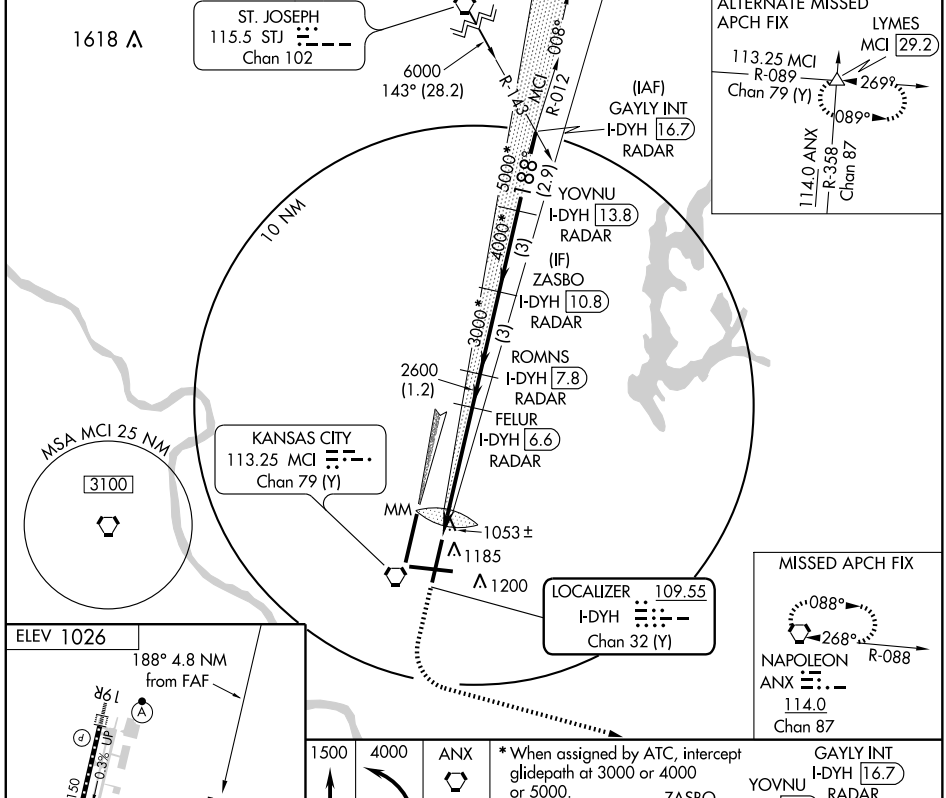
ILS or LOC RWY 19L
KANSAS CITY INTL (MCI)

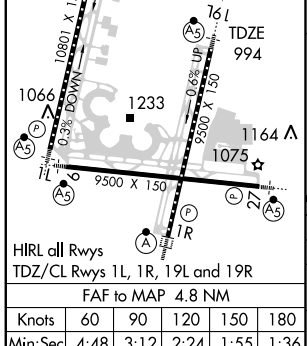
For inoperative MALSR, increase S-LOC 19L Cat D visibility to RVR 5000.
Simultaneous approach authorized with Rwy 19R.
LOC procedures NA during simultaneous operations.
DME or RADAR required.

MALSR

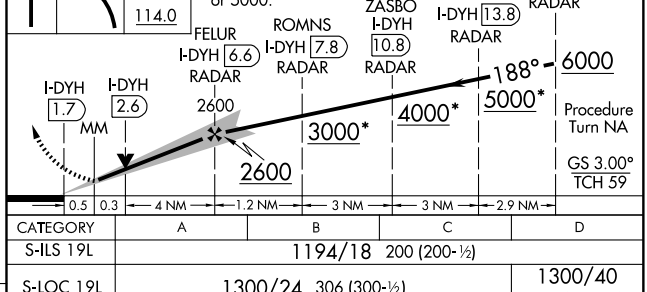
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 19L	1194/18 200 (200-½)			
S-LOC 19L	1300/24 306 (300-½)			1300/40 306 (300-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PAJ	APP CRS	Rwy ldg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS or LOC RWY 19R

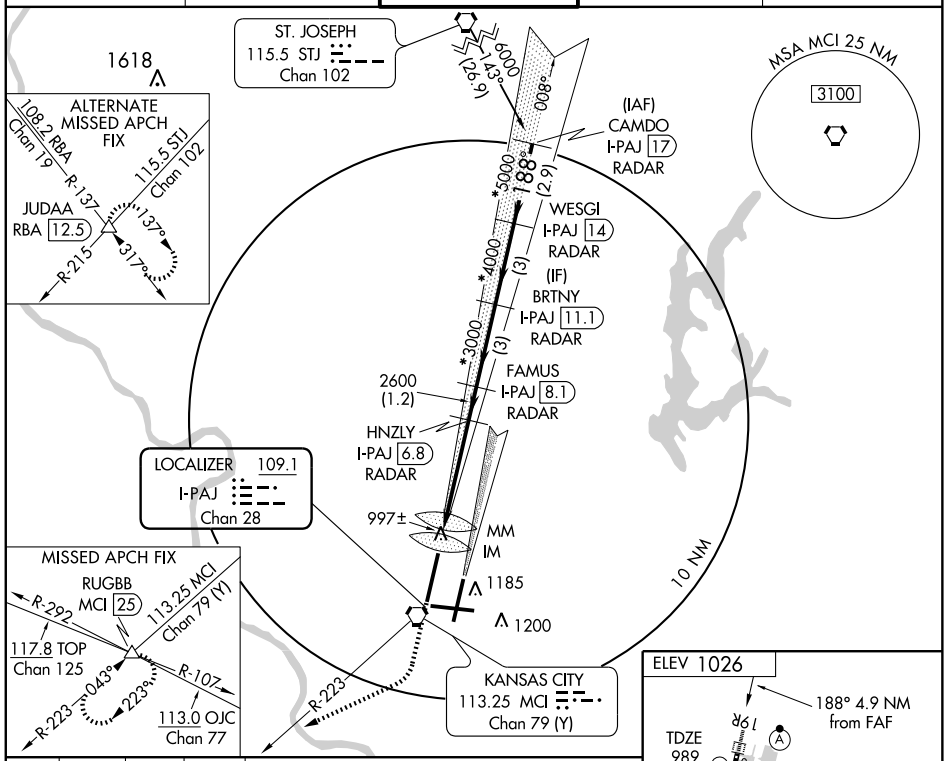
KANSAS CITY INTL (MCI)

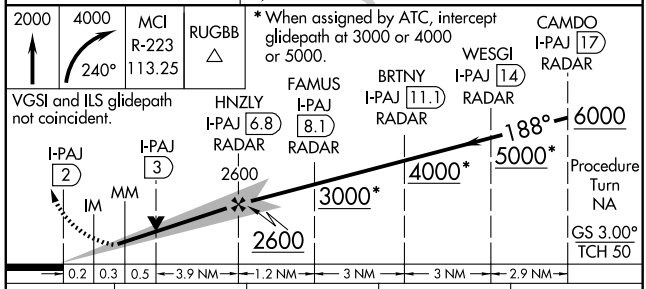
Simultaneous approach authorized with Rwy 19L.
DME or RADAR Required.
LOC procedure NA during simultaneous operations.

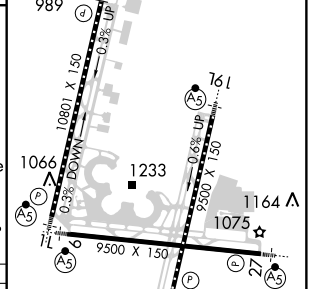
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
S-ILS 19R	1189/18 200 (200-½)			
S-LOC 19R	1360/24 371 (400-½)			1360/40 371 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-UQY 109.7 Chan 34	APP CRS 271°	Rwy ldg 9500 TDZE 1026 Apt Elev 1026

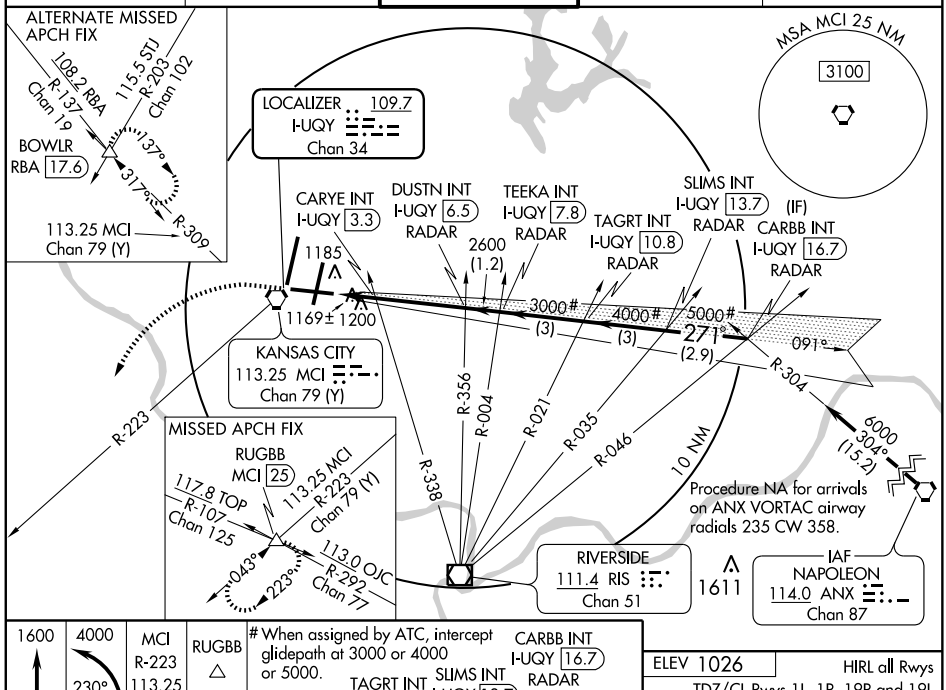
ILS or LOC RWY 27
KANSAS CITY INTL (MCI)

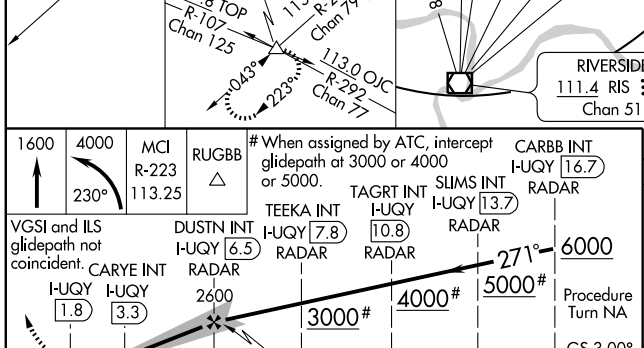
**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1¾ mile and CARYE FIX Minimums S-LOC 27 Cat E visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via heading 230° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

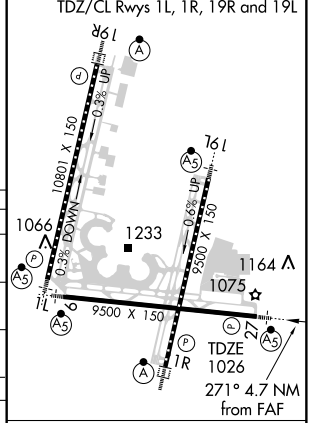




CATEGORY	A	B	C	D	E
S-ILS 27	**1226/24 200 (200-½)				1226/24 200 (200-½)
S-LOC 27	1540/24 514 (600-½)		1540/50 514 (600-1)	1540/60 514 (600-1¼)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	
CARYE FIX MINIMUMS					
S-LOC 27	1440/24 414 (500-½)		1440/40 414 (500-¾)		1440/50 414 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

ELEV 1026 HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19R and 19L



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PVL	APP CRS	Rwy ldg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS RWY 1R (CAT II)

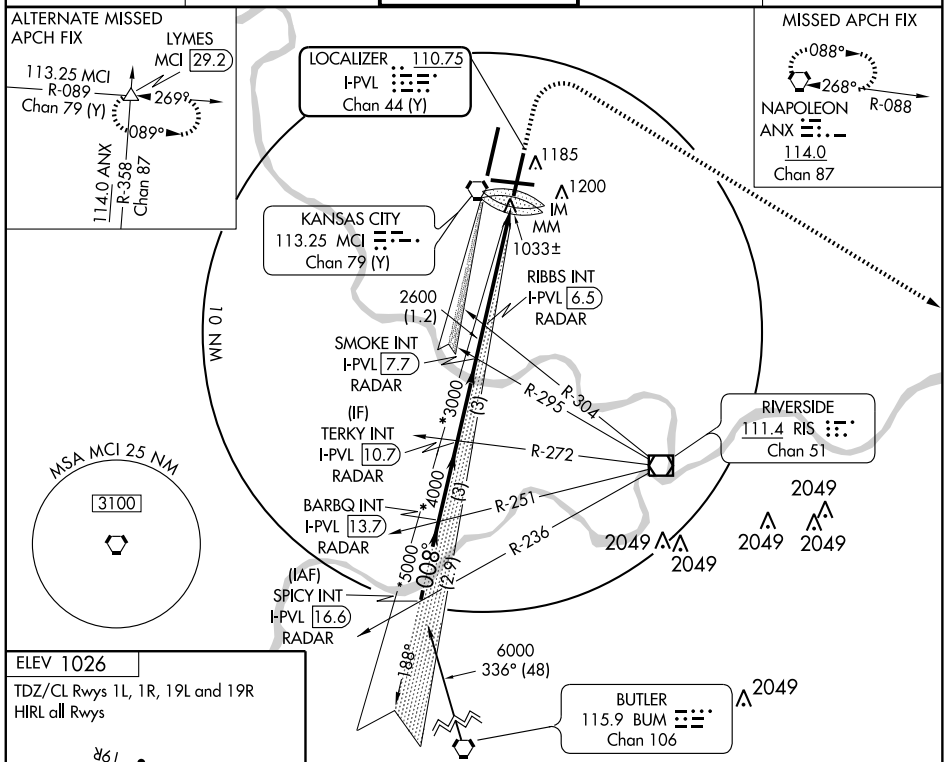
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

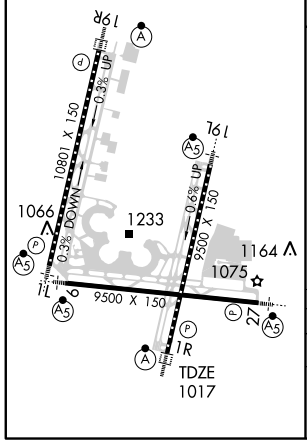
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

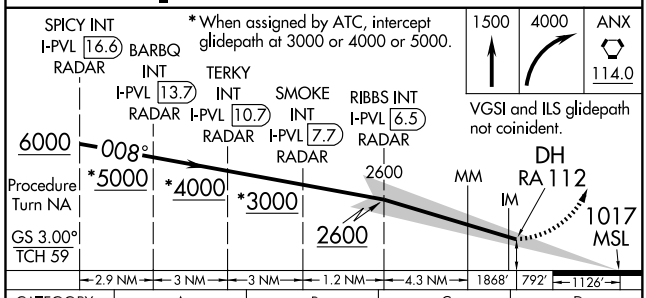


ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R

HIRL all Rwys





CATEGORY	A	B	C	D
S-ILS 1R	RA 112/12 100 DA 1117			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PVL	APP CRS	Rwy ldg	9500
110.75	008°	TDZE	1017
Chan 44(Y)		Apt Elev	1026

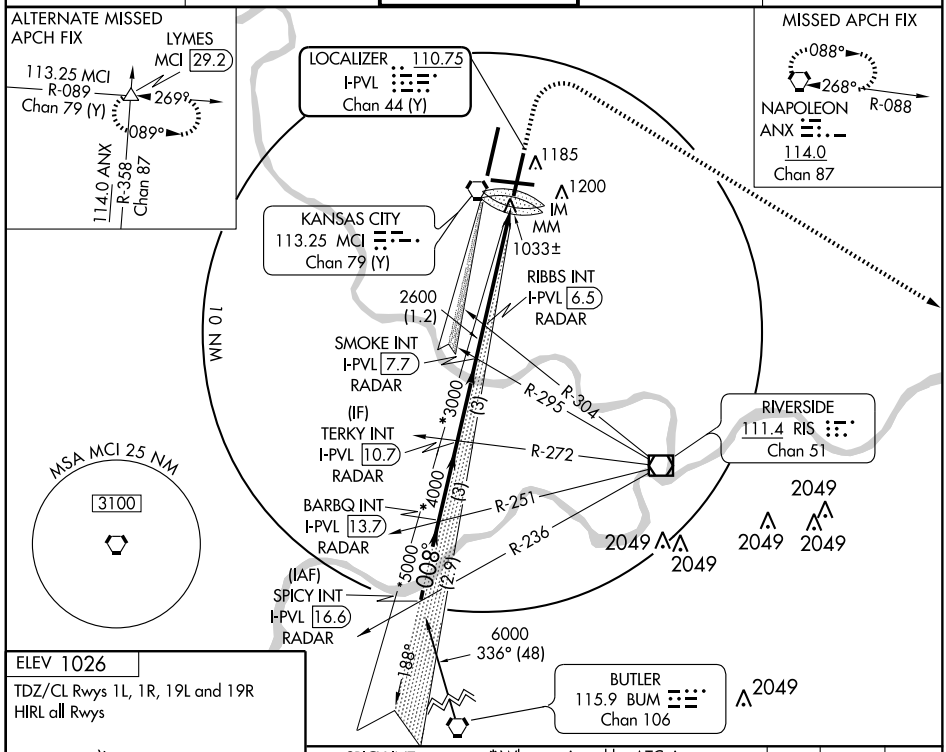
ILS RWY 1R (CAT III)
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

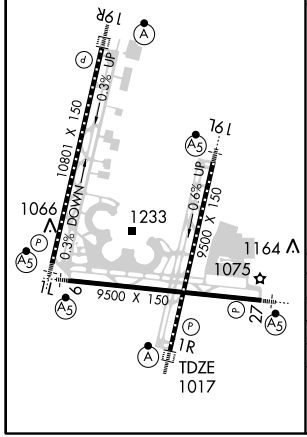
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

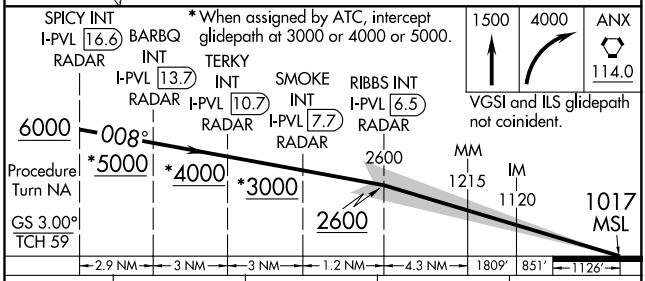
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R
HIRL all Rwys





CATEGORY	A	B	C	D
S-ILS 1R		CAT IIIa	RVR 07	
S-ILS 1R		CAT IIIb	RVR 06	
S-ILS 1R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PAJ	APP CRS	Rwy ldg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS RWY 19R (CAT II)

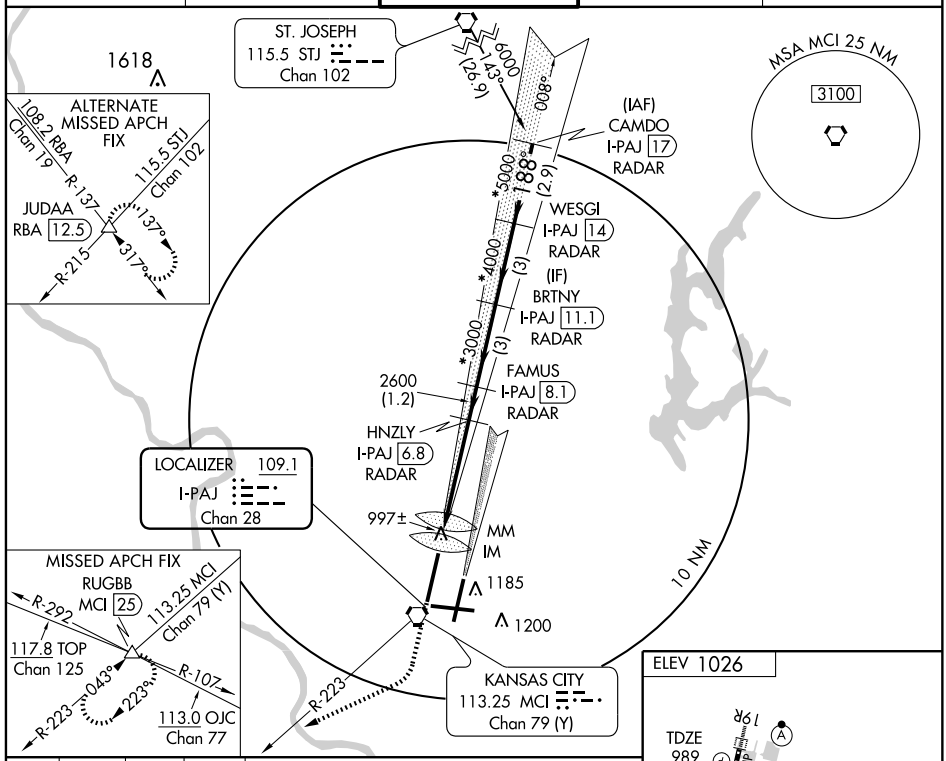
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

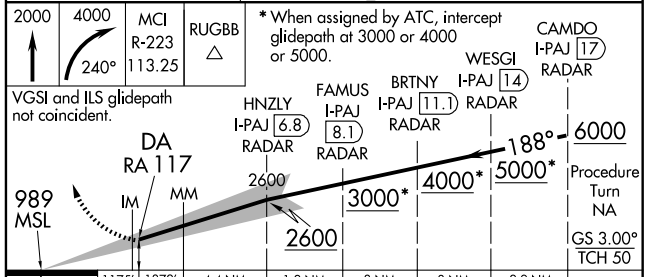
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



2000	4000	MCI	RUGBB
	240°	R-223	
		113.25	

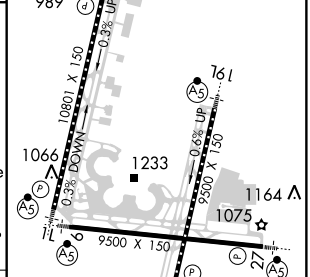
VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.



CATEGORY	A	B	C	D
S-ILS 19R	RA 117/12 100 DA 1089			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PAJ	APP CRS	Rwy ldg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

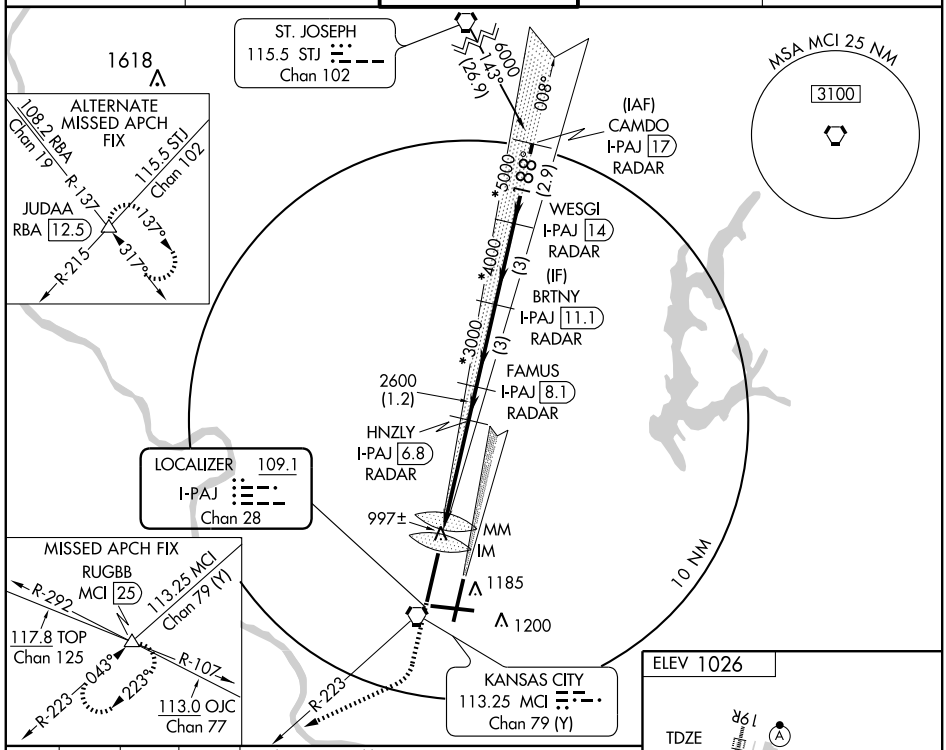
ILS RWY 19R (CAT III)
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

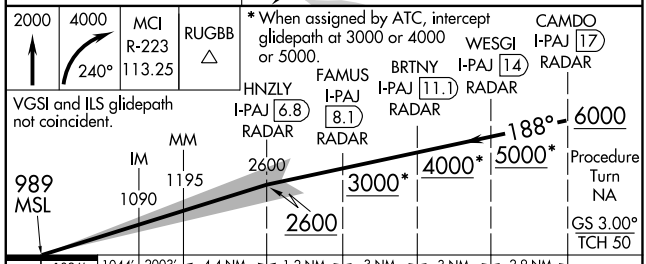
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

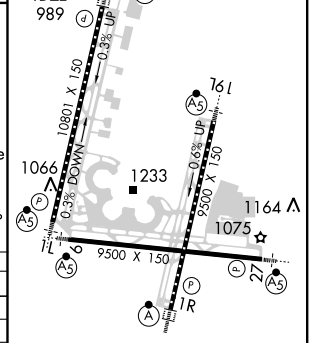


2000	4000	MCI R-223 113.25	RUGBB
	240°		△

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.





CATEGORY	A	B	C	D
S-ILS 19R	CAT IIIa RVR 07			
S-ILS 19R	CAT IIIb RVR 06			
S-ILS 19R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

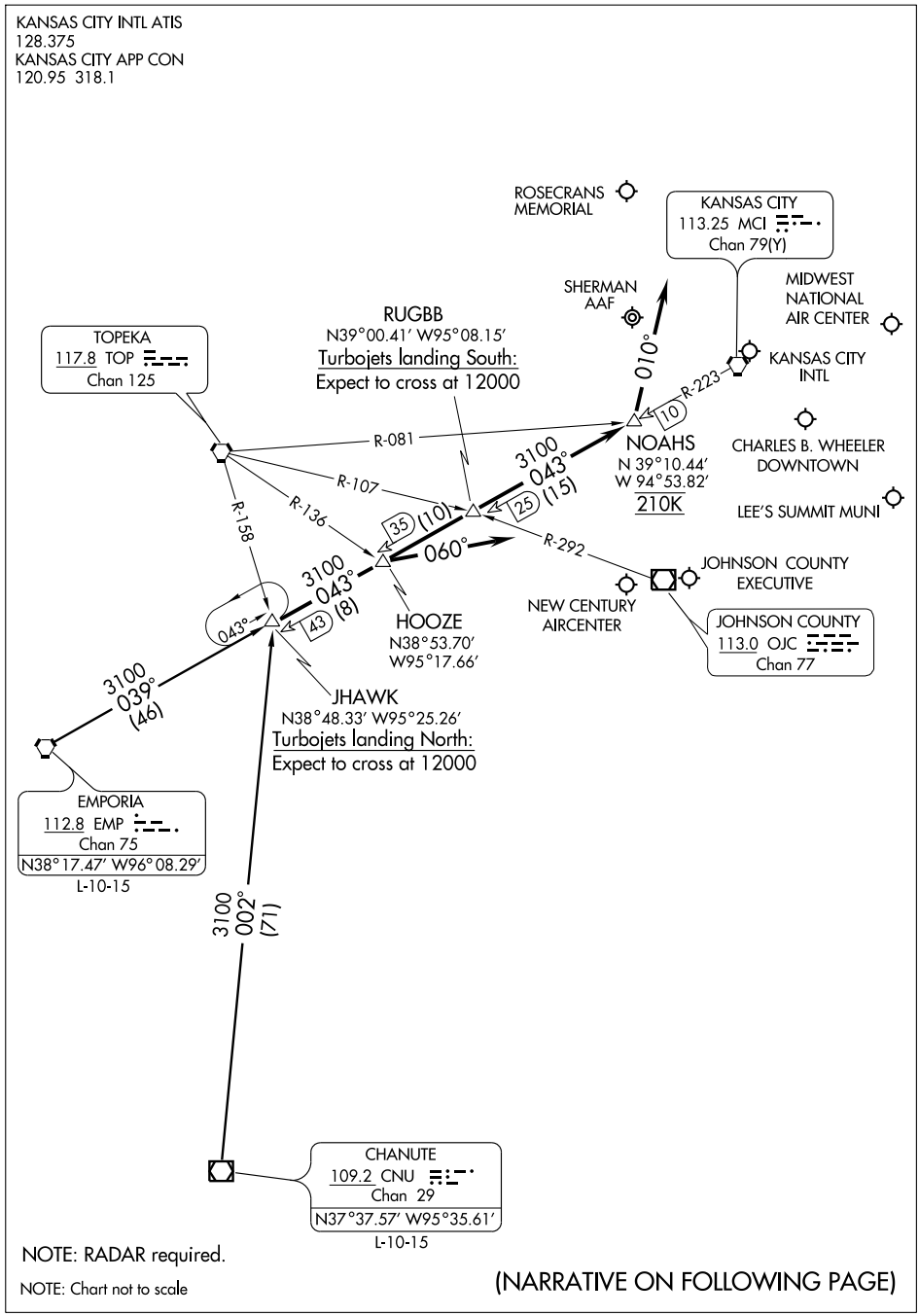
HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3. 03 JUN 2010 to 01 JUL 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

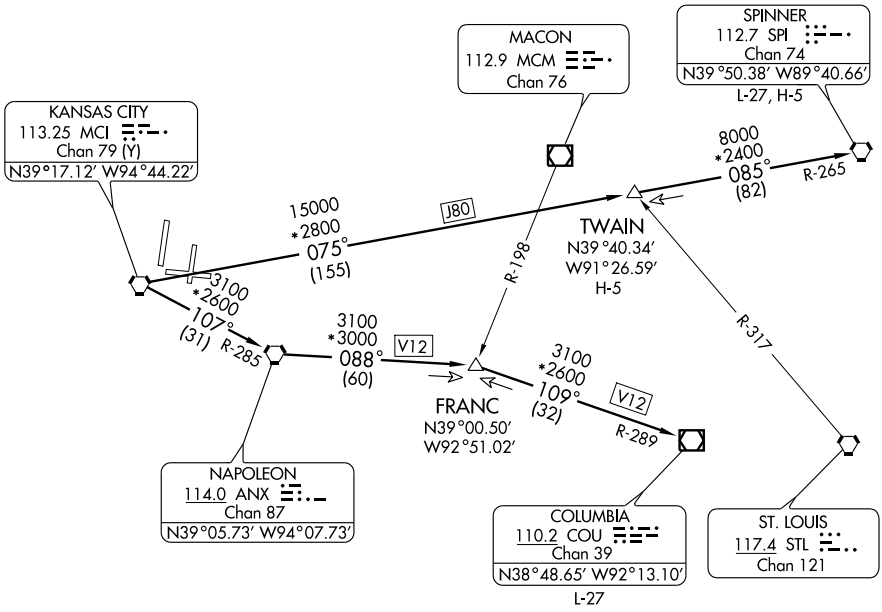
....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

LAKES FIVE DEPARTURE

SL-780 (FAA)

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1



TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653′ from DER, 661′ left of centerline, 60′ AGL/1019′ MSL.
Rwy 9: Tree 4544′ from DER, 638′ right of centerline, 100′ AGL/1159′ MSL.
Rwy 27: Trees beginning 1066′ from DER, across centerline, up to 86′ AGL/1095′ MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

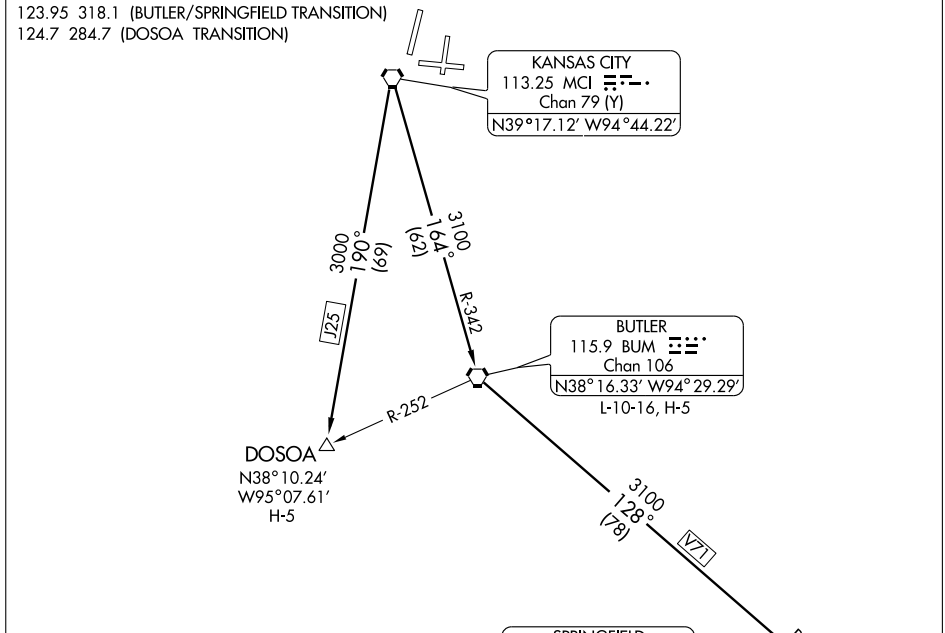
SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

RACER THREE DEPARTURE

SL-780 (FAA)

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)
124.7 284.7 (DOSOA TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 42808 W01B	APP CRS 008°	Rwy ldg 10801 TDZE 1011 Apt Elev 1026

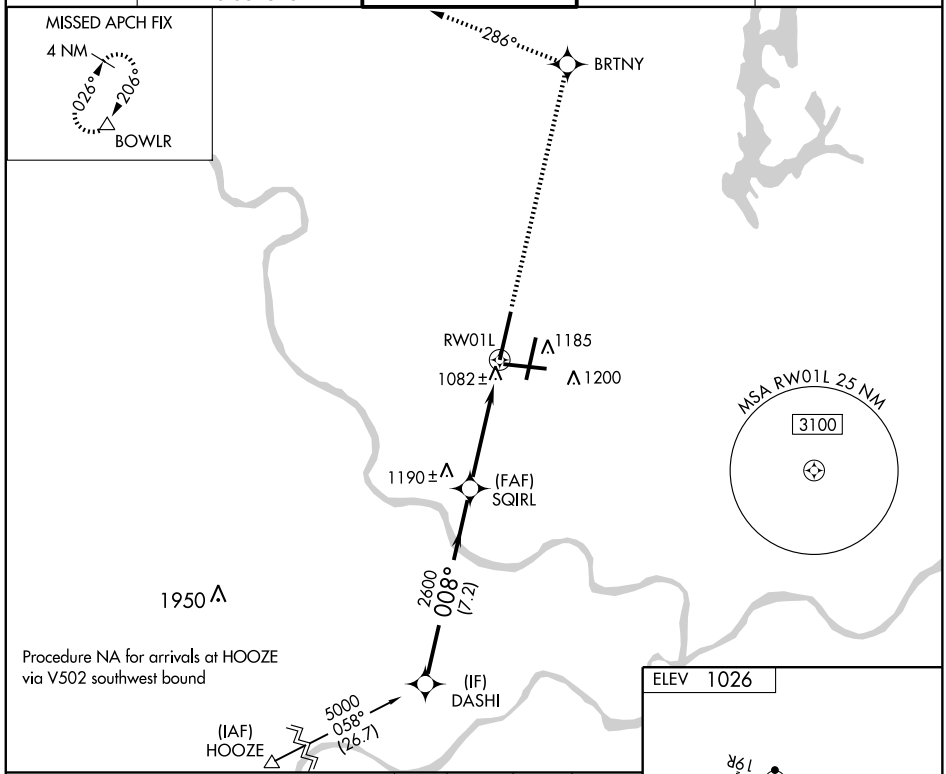
RNAV (GPS) Y RWY 1L
KANSAS CITY INTL (MCI)

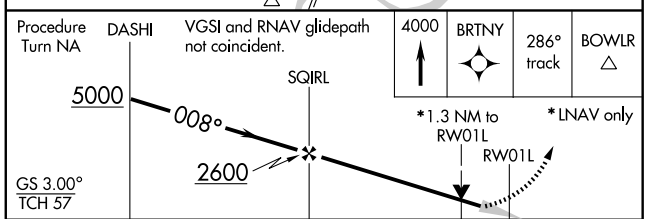
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

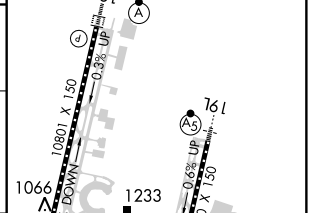
MALSR

MISSED APPROACH: Climb to 4000 direct BRTNY and via 286° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
LPV DA	1304/24 293 (300-½)			
LNAV/VNAV DA	1420/50 409 (400-1)			
LNAV MDA	1480/24 469 (500-½)		1480/40 469 (500-¾)	1480/50 469 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 58208 W01A	APP CRS 008°	Rwy ldg 9500 TDZE 1017 Apt Elev 1026

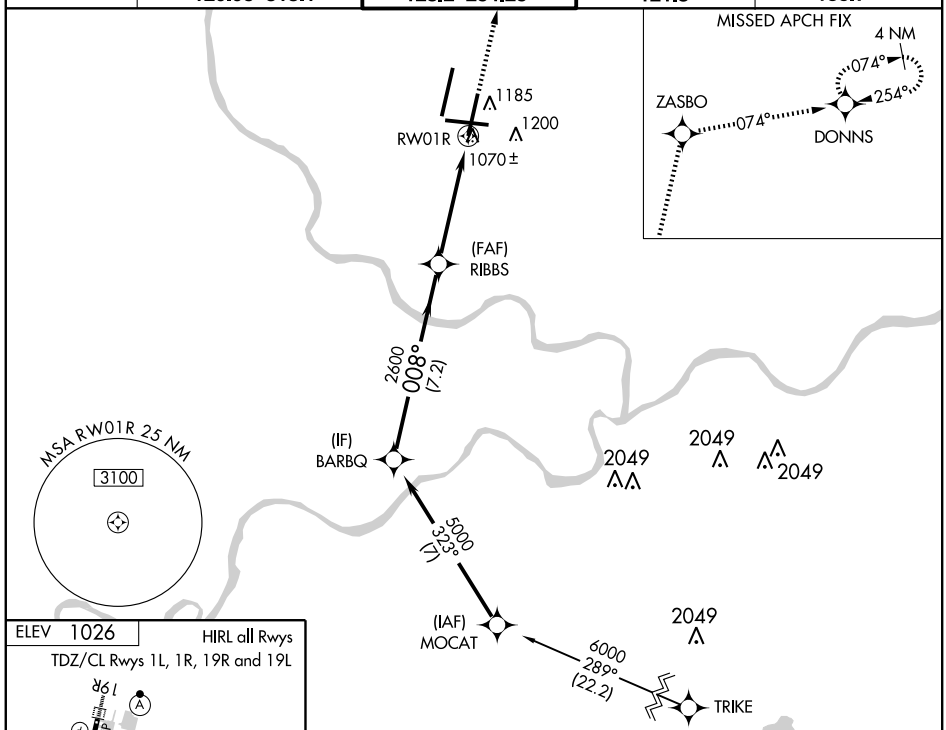
RNAV (GPS) Y RWY 1R
KANSAS CITY INTL (MCI)

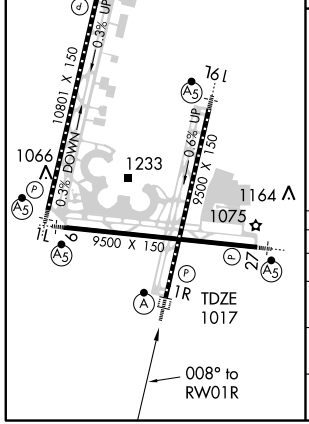
For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DMD/DME RNP-0.3 NA.

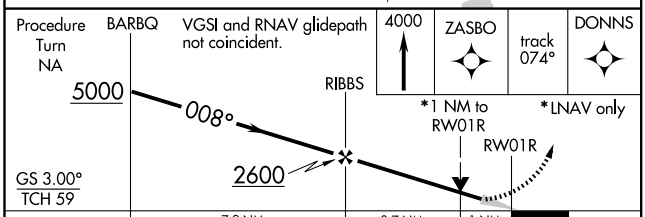
ALSF-2

MISSED APPROACH: Climb to 4000 direct ZASBO and via track 074° direct DONNS and hold

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D	E
LPV DA	1267/24 250 (300-½)				
LNAV/VNAV DA	1326/24 309 (300-½)			1326/40 309 (300-¾)	
LNAV MDA	1400/24 383 (400-½)			1400/50 383 (400-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 56608 W09A	APP CRS 091°	Rwy ldg 9500 TDZE 1015 Apt Elev 1026

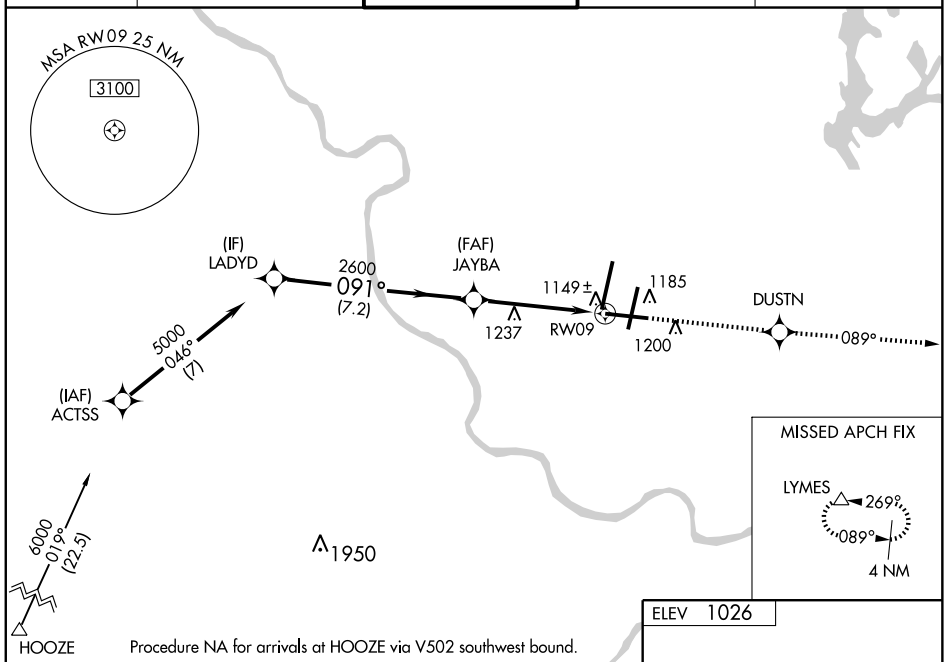
RNAV (GPS) Y RWY 9
KANSAS CITY INTL (MCI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA
For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000 and Cat. E visibility to 1¾ mile.
Inoperative table does not apply to LPV and LNAV/VNAV.

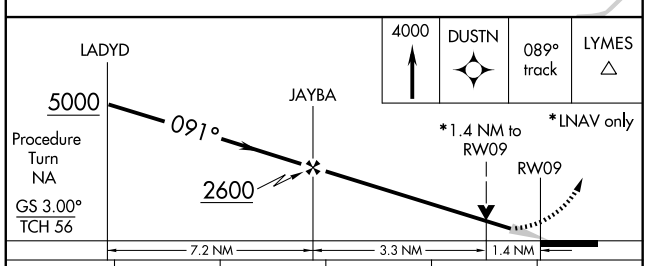
MALSR

MISSED APPROACH: Climb to 4000 direct DUSTN and via 089° track to LYMES and hold.

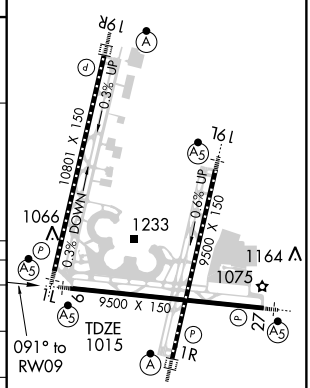
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



Procedure NA for arrivals at HOOZE via V502 southwest bound.



CATEGORY	A	B	C	D	E
LPV DA	1315/50 300 (300-1)				
LNAV/VNAV DA	1419-1½ 404 (400-1½)				
LNAV MDA	1500/40 485 (500-¾)			1500/50 485 (500-1)	1500/60 485 (500-1¼)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 82108 W19A	APP CRS 188°	Rwy ldg 9500 TDZE 994 Apt Elev 1026

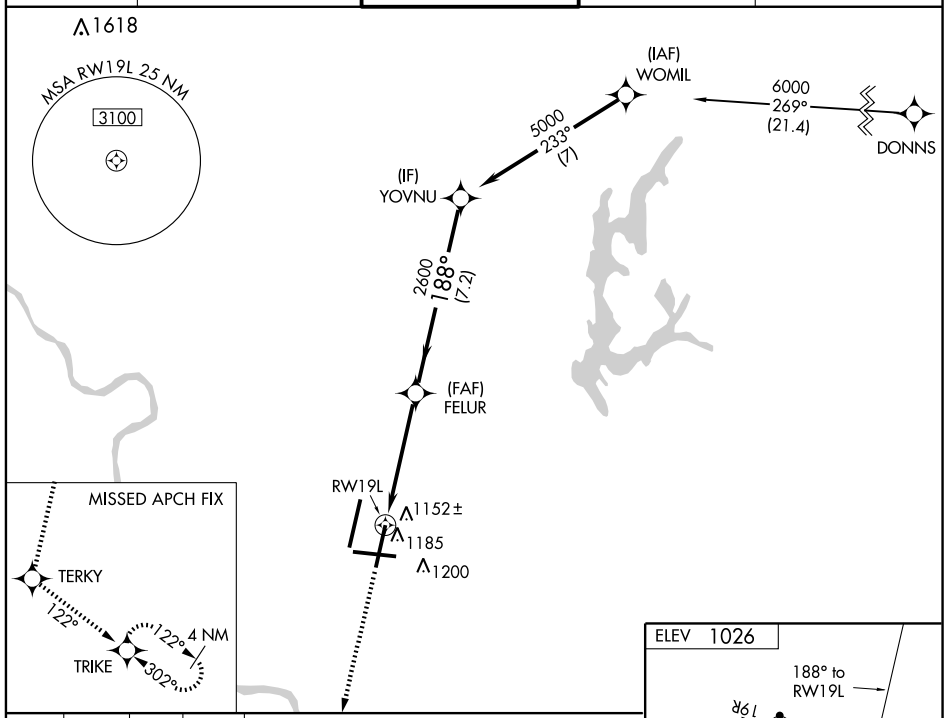
RNAV (GPS) Y RWY 19L
KANSAS CITY INTL (MCI)

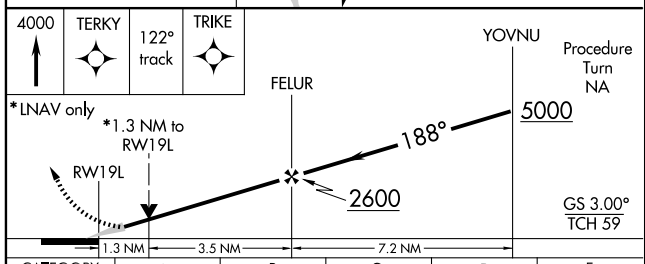
DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.

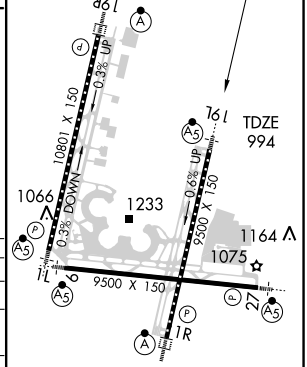
MALSR

MISSED APPROACH: Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

CATEGORY	A	B	C	D	E
LPV DA	1244/24 250 (300-½)				
LNAV/VNAV DA	1397/50 403 (400-1)				
LNAV MDA	1440/24 446 (500-½)		1440/40 446 (500-¾)	1440/50 446 (500-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 72908 W19B	APP CRS 188°	Rwy ldg 10801 TDZE 989 Apt Elev 1026

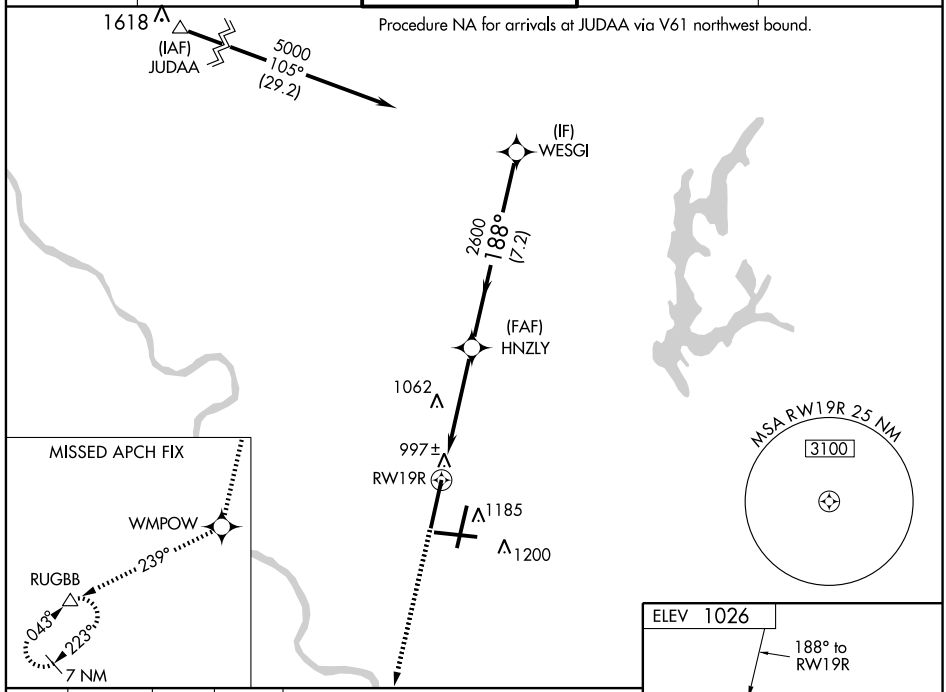
RNAV (GPS) Y RWY 19R
KANSAS CITY INTL (MCI)

For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct WMPOW and via 239° track to RUGBB and hold.

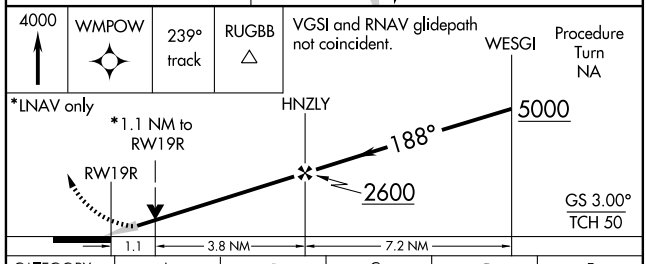
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

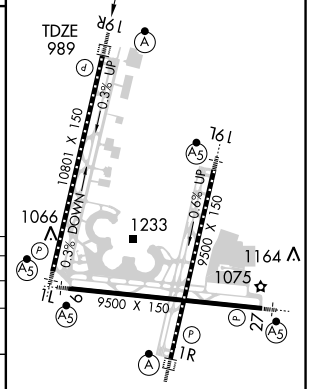


4000	WMPOW	239° track	RUGBB

VGSI and RNAV glidepath not coincident.

Procedure Turn NA





HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

CATEGORY	A	B	C	D	E
LPV DA	1239/24 250 (300-½)				
LNAV/VNAV DA	1260/24 271 (300-½)			1260/40 271 (300-¾)	
LNAV MDA	1380/24 391 (400-½)			1380/50 391 (400-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

WAAS CH 82708 W27A	APP CRS 271°	Rwy ldg 9500 TDZE 1026 Apt Elev 1026

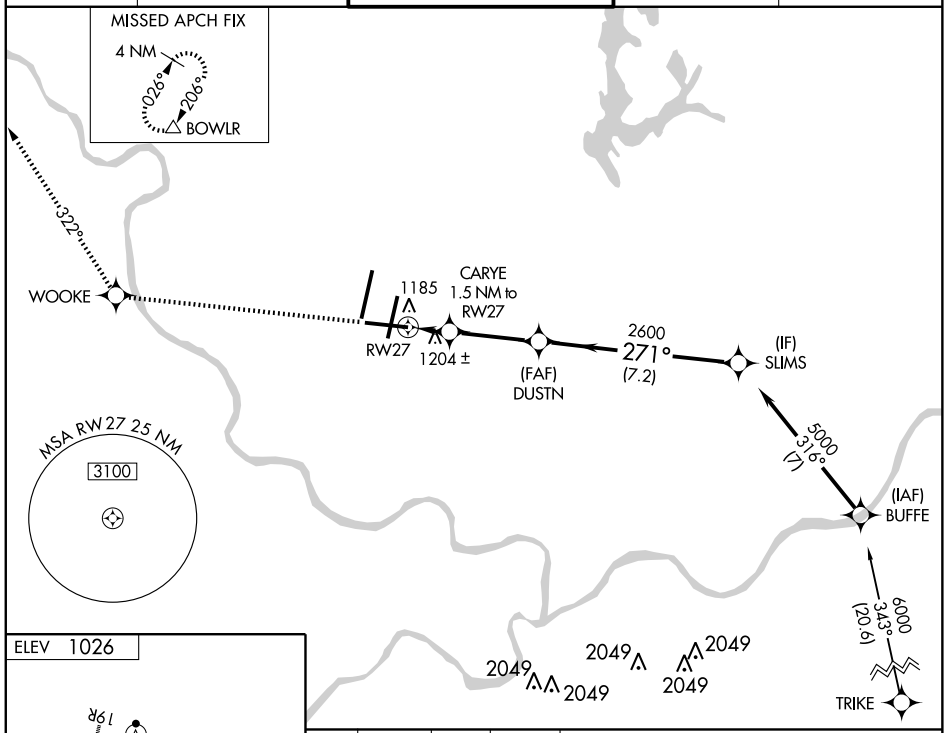
RNAV (GPS) Y RWY 27
KANSAS CITY INTL (MCI)

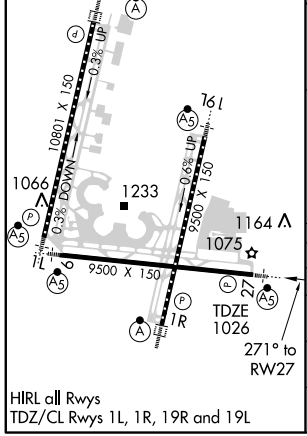
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

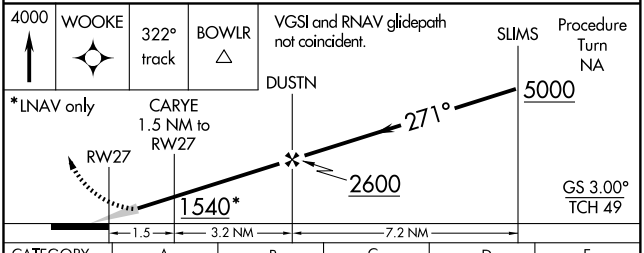
MALSR

MISSED APPROACH: Climb to 4000 direct WOOKE and via 322° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D	E
LPV DA	1276/24 250 (300-½)				
LNAV/VNAV DA	1495/60 469 (500-1¼)				
LNAV MDA	1460/24 434 (500-½)		1460/40 434 (500-¾)	1460/50 434 (500-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	10801
008°	TDZE	1011
	Apt Elev	1026

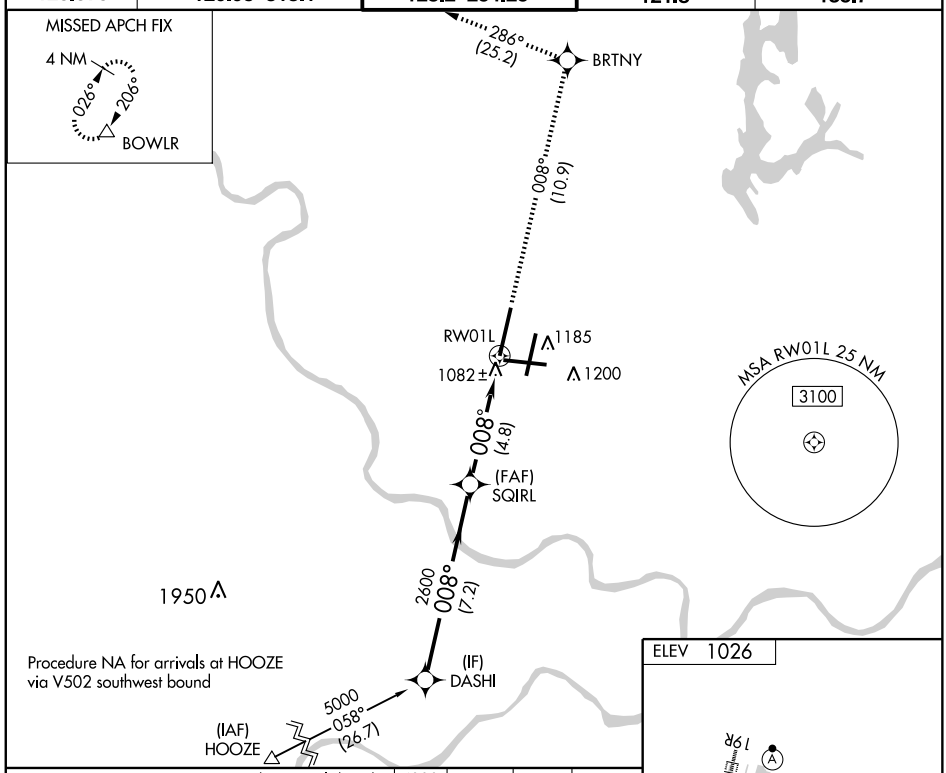
RNAV (RNP) Z RWY 1L
KANSAS CITY INTL (MCI)

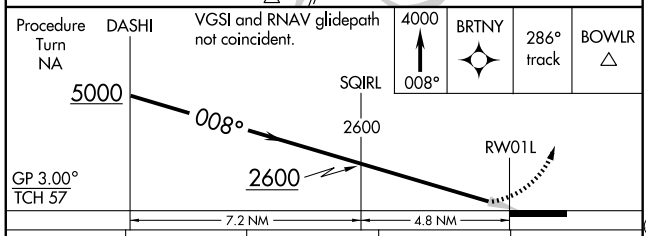
NA For inoperative MALSR, increase RNP 0.19 visibility to RVR 4000, and RNP 0.30 visibility to RVR 6000. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 47°C (116°F).
*Missed approach requires minimum climb of 375 feet per NM to 1600.

MALSR

MISSED APPROACH: Climb to 4000 via 008° track to BRTNY and 286° track to BOWLR and hold.

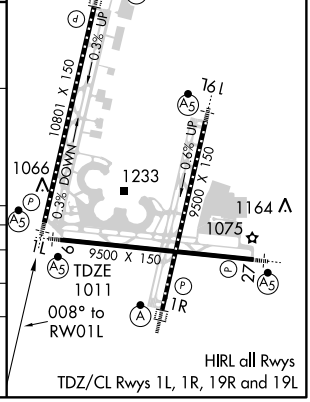
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
RNP 0.19 DA*	1261/24 250 (300-½)			
RNP 0.30 DA	1371/40 360 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	9500
008°	TDZE	1016
	Apt Elev	1026

RNAV (RNP) Z RWY 1R
KANSAS CITY INTL (MCI)

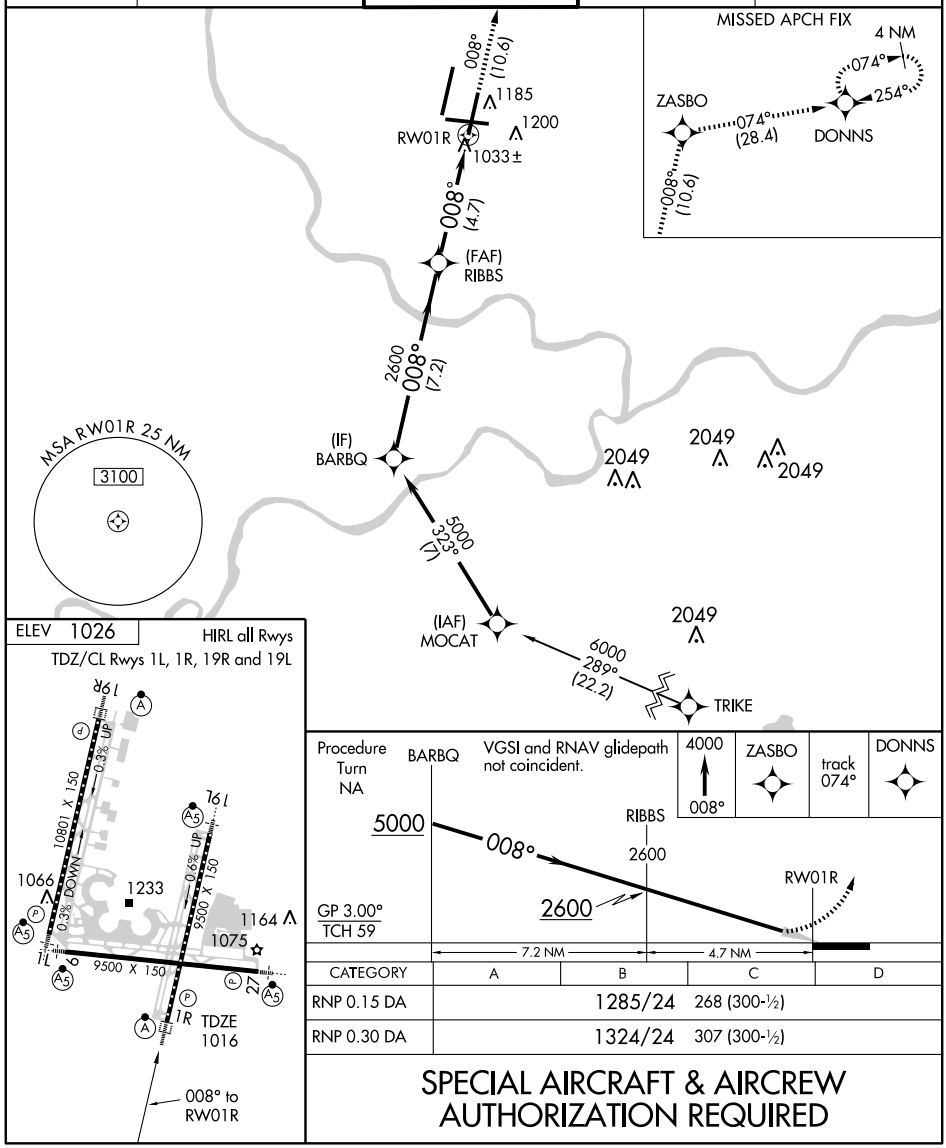
T
NA

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).
For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 008° to ZASBO and via track 074° to DONNS and hold

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



CATEGORY	A	B	C	D
RNP 0.15 DA	1285/24	268 (300-½)		
RNP 0.30 DA	1324/24	307 (300-½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	9500
091°	TDZE	1015
	Apt Elev	1026

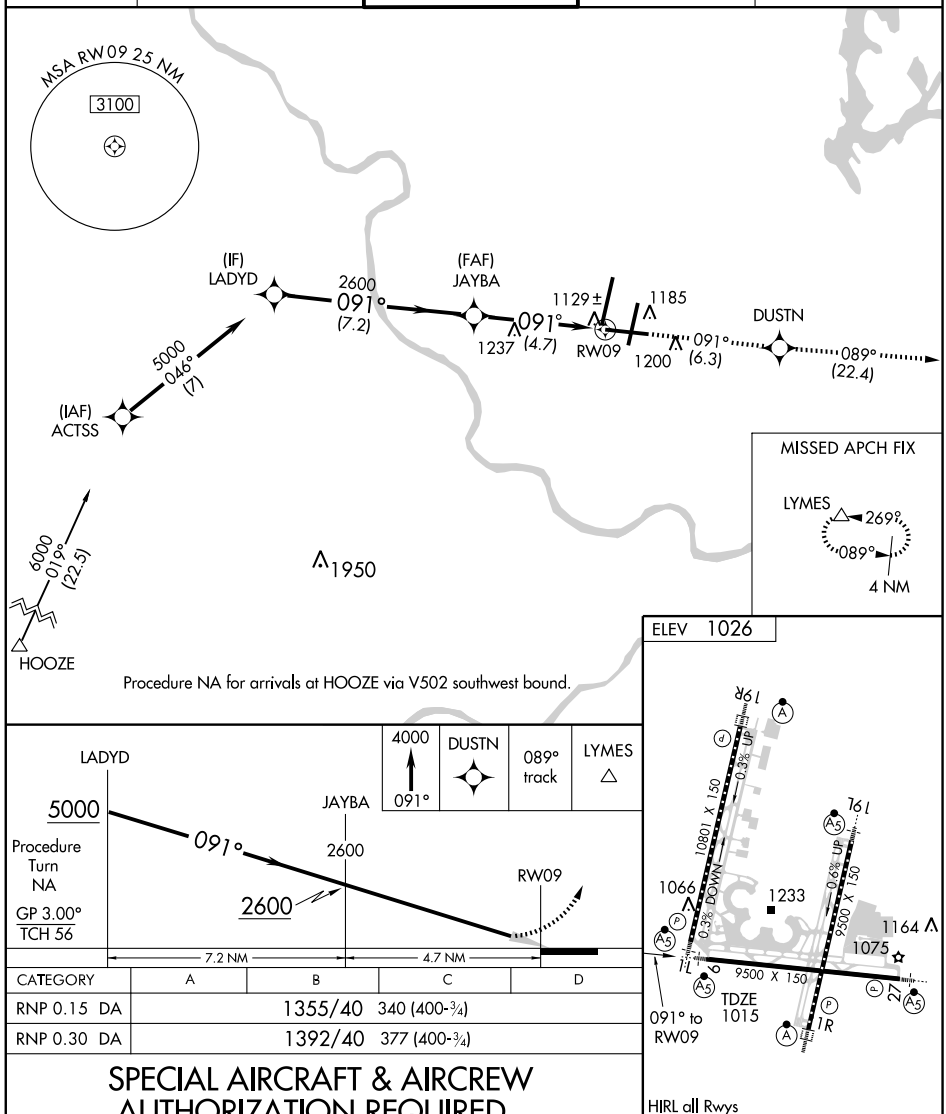
RNAV (RNP) Z RWY 9
KANSAS CITY INTL (MCI)

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



CATEGORY	A	B	C	D
RNP 0.15 DA	1355/40 340 (400-¾)			
RNP 0.30 DA	1392/40 377 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	9500
188°	TDZE	994
	Apt Elev	1026

RNAV (RNP) Z RWY 19L
KANSAS CITY INTL (MCI)

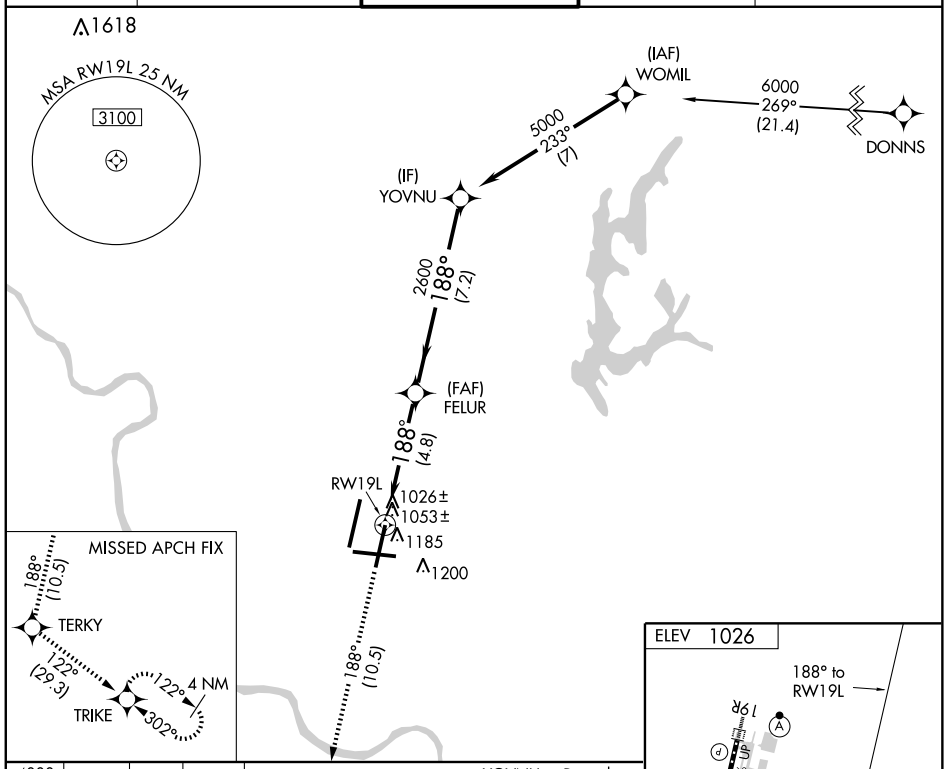
T NA

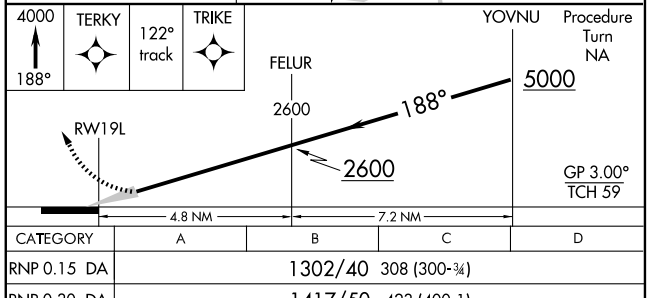
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F).
For inoperative MALSR increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 4000 via 188° track to TERKY and via 122° track to TRIKE and hold.

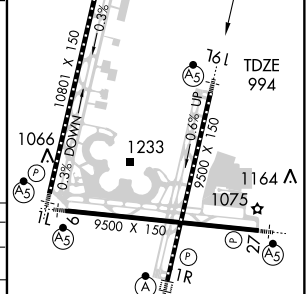
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
RNP 0.15 DA	1302/40 308 (300-¾)			
RNP 0.30 DA	1417/50 423 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	10801
188°	TDZE	989
	Apt Elev	1026

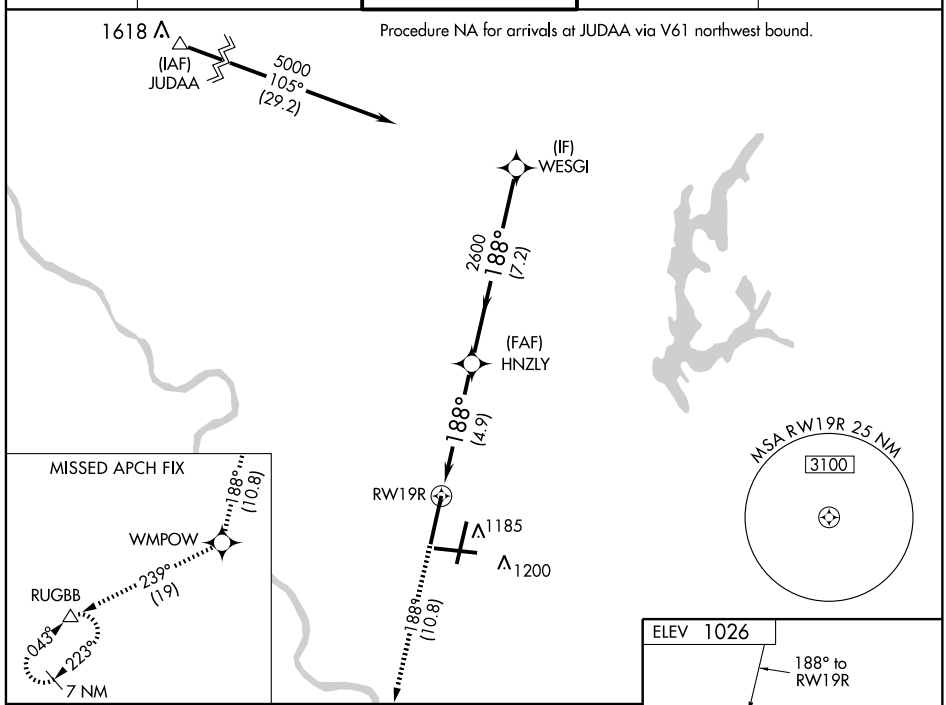
RNAV (RNP) Z RWY 19R
KANSAS CITY INTL (MCI)

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 46°C (114°F).
For inoperative ALSF, increase RNP 0.15 and 0.30 visibility to RVR 5000.

ALSF-2

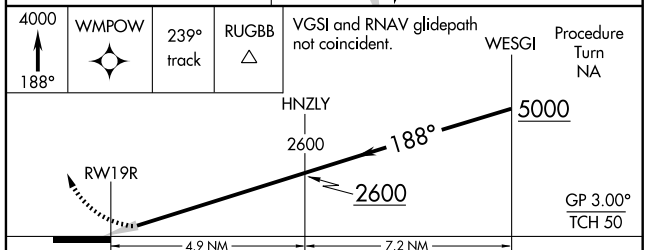
MISSED APPROACH: Climb to 4000 via 188° track to WMPOW and via 239° track to RUGBB and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



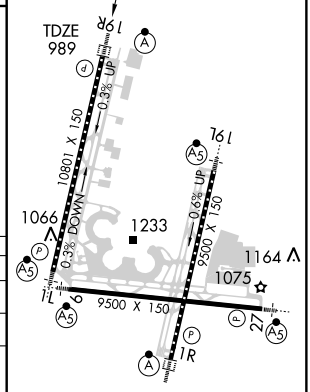
4000 188°	WMPOW	239° track	RUGBB

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.15 DA	1239/24	250 (300-½)		
RNP 0.30 DA	1275/24	286 (300-½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

APP CRS	Rwy ldg	9500
271°	TDZE	1026
	Apt Elev	1026

RNAV (RNP) Z RWY 27

KANSAS CITY INTL (MCI)

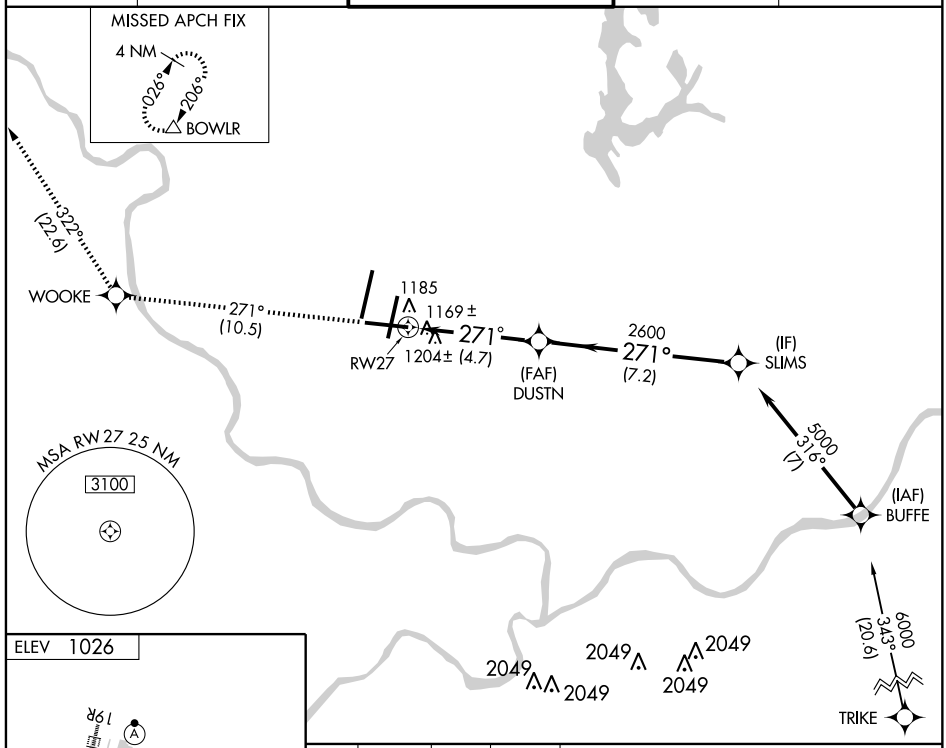
NA

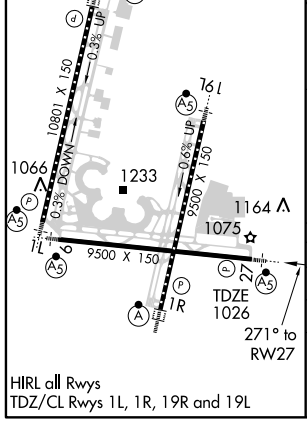
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to 1¾ mile.

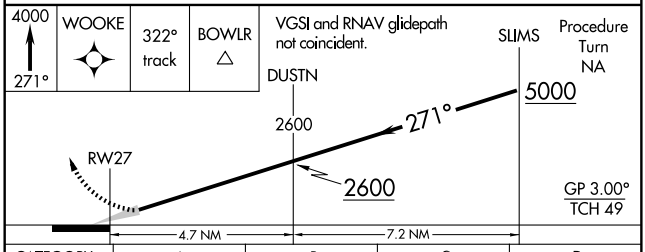
MALSR

MISSED APPROACH: Climb to 4000 via 271° track to WOOKE and via 322° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







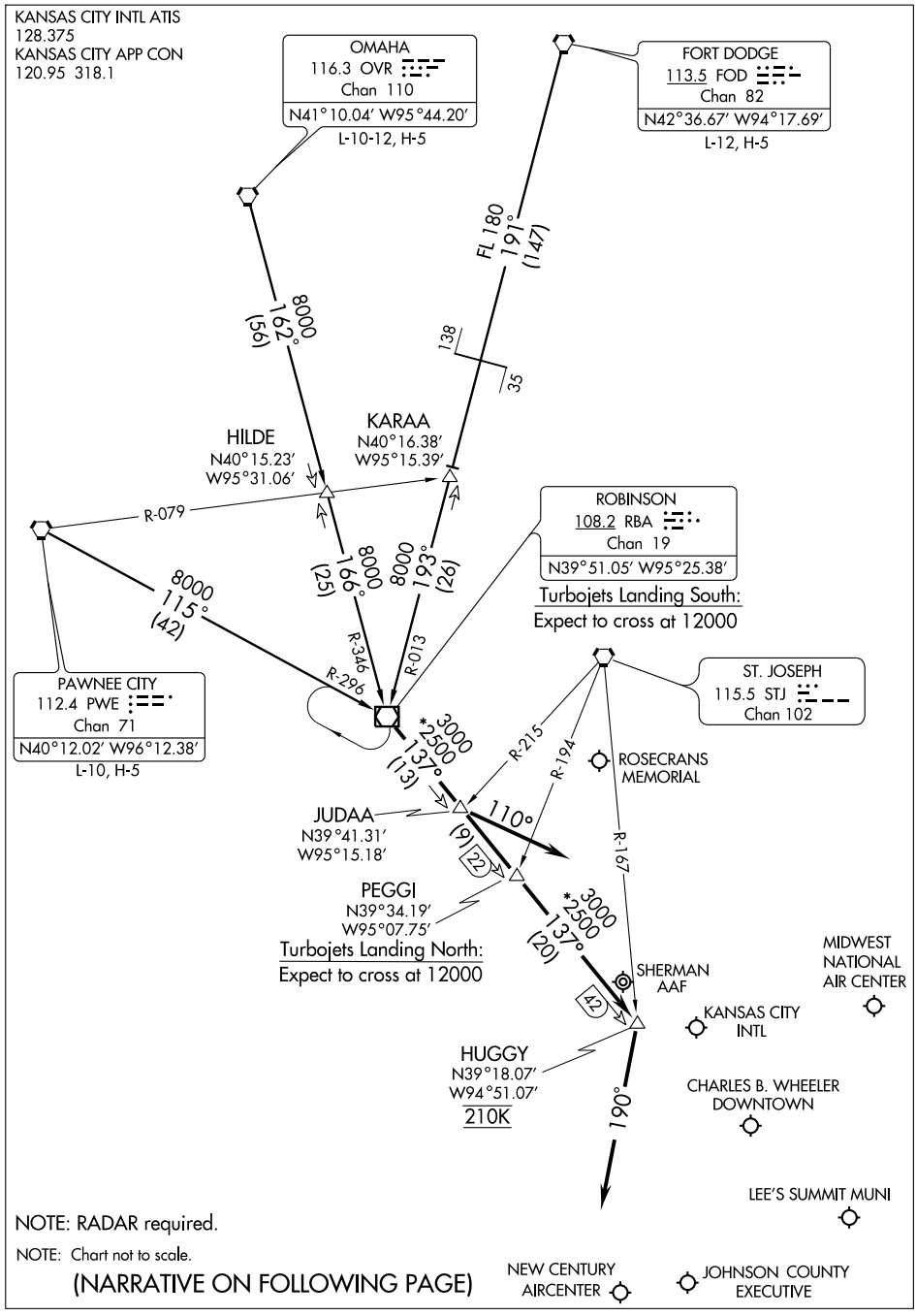
CATEGORY	A	B	C	D
RNP 0.15 DA	1414/40 388 (400-¾)			
RNP 0.30 DA	1492/60 466 (500-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

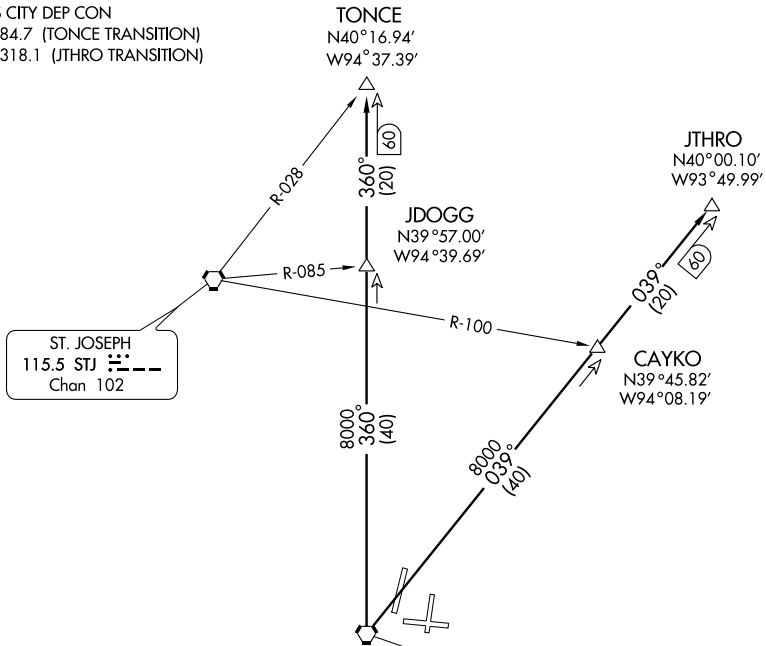
. . . . Expect radar vector to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

ROYAL THREE DEPARTURE

SL-780 (FAA)

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7 (TONCE TRANSITION)
123.95 318.1 (JTHRO TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

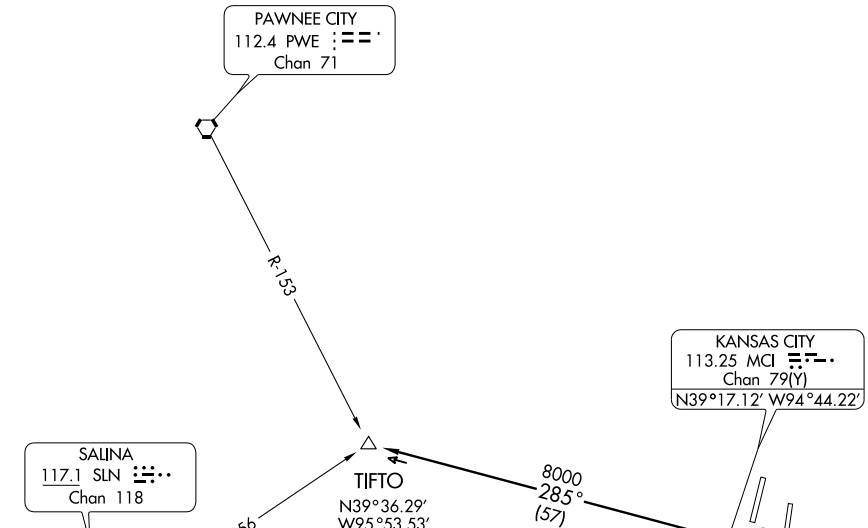
JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 03 JUN 2010 to 01 JUL 2010

TIFTO TWO DEPARTURE

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

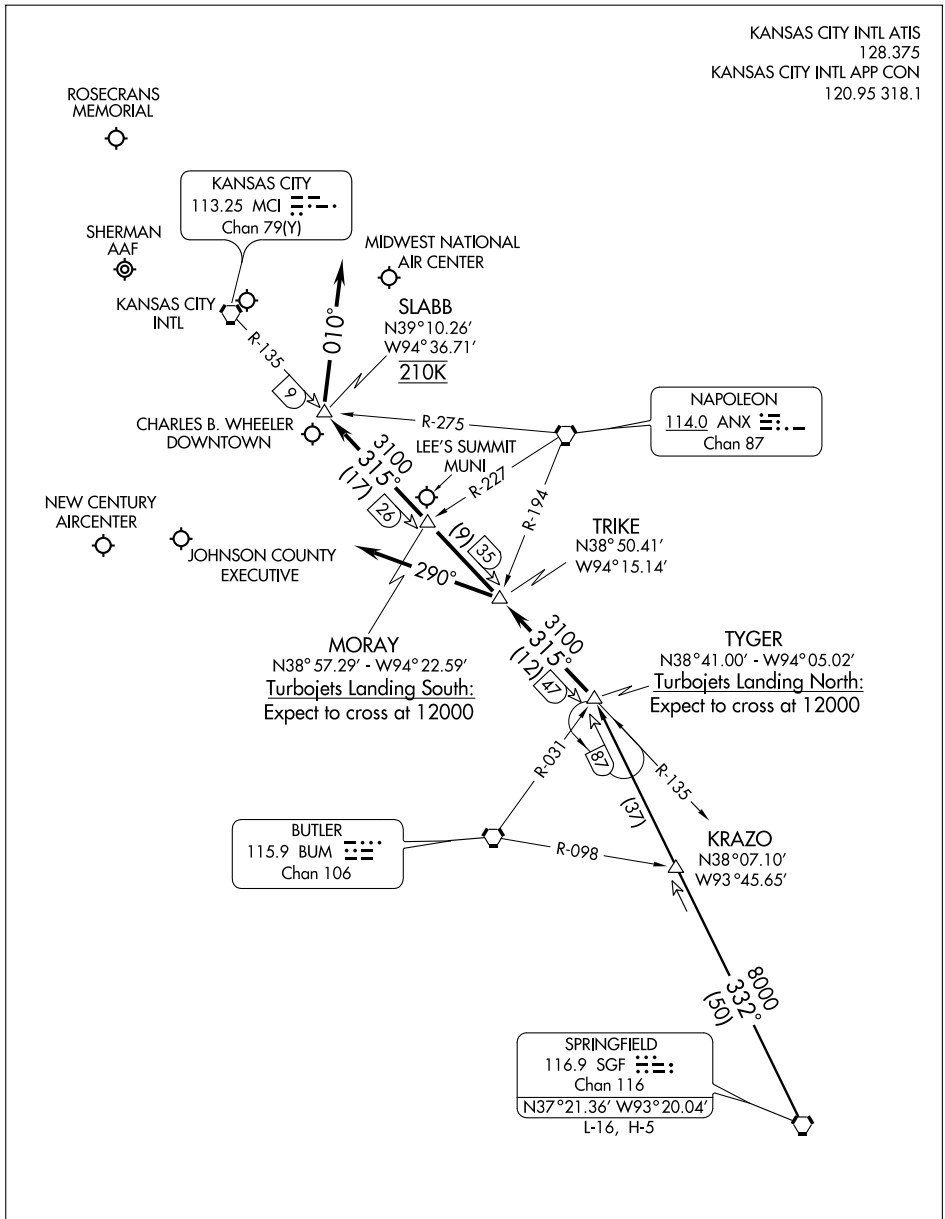
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-3, 03 JUN 2010 to 01 JUL 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

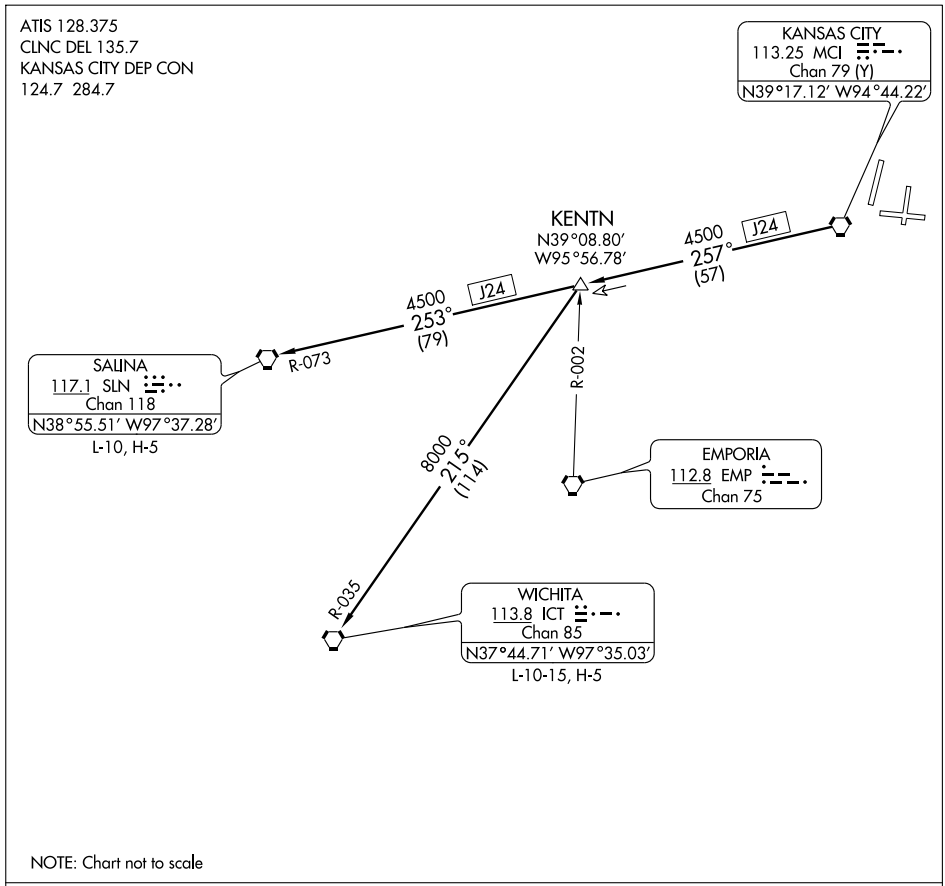
ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

WILDCAT TWO DEPARTURE

SL-780 (FAA)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

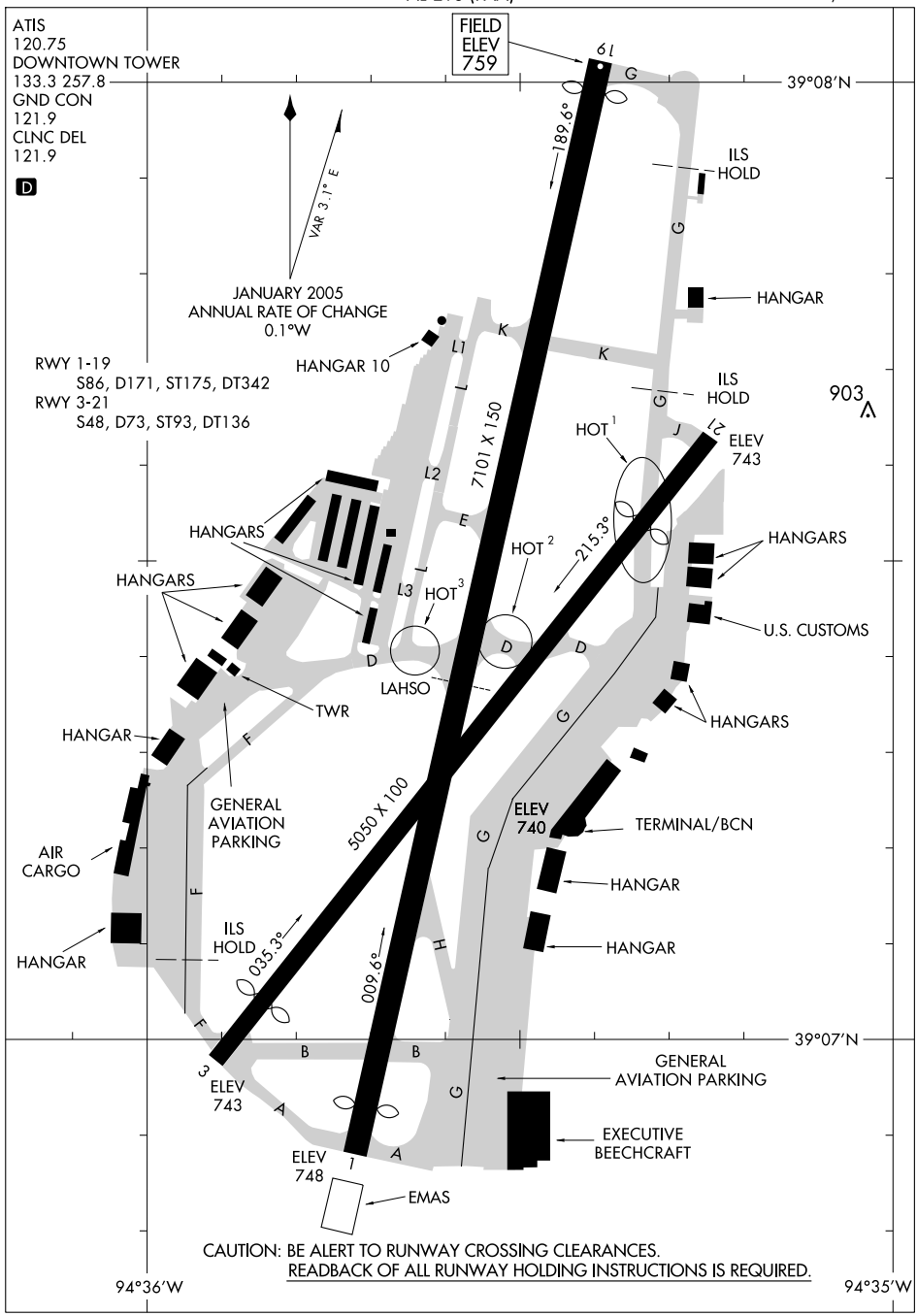
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

10154

AIRPORT DIAGRAM

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
AL-213 (FAA)
KANSAS CITY, MISSOURI

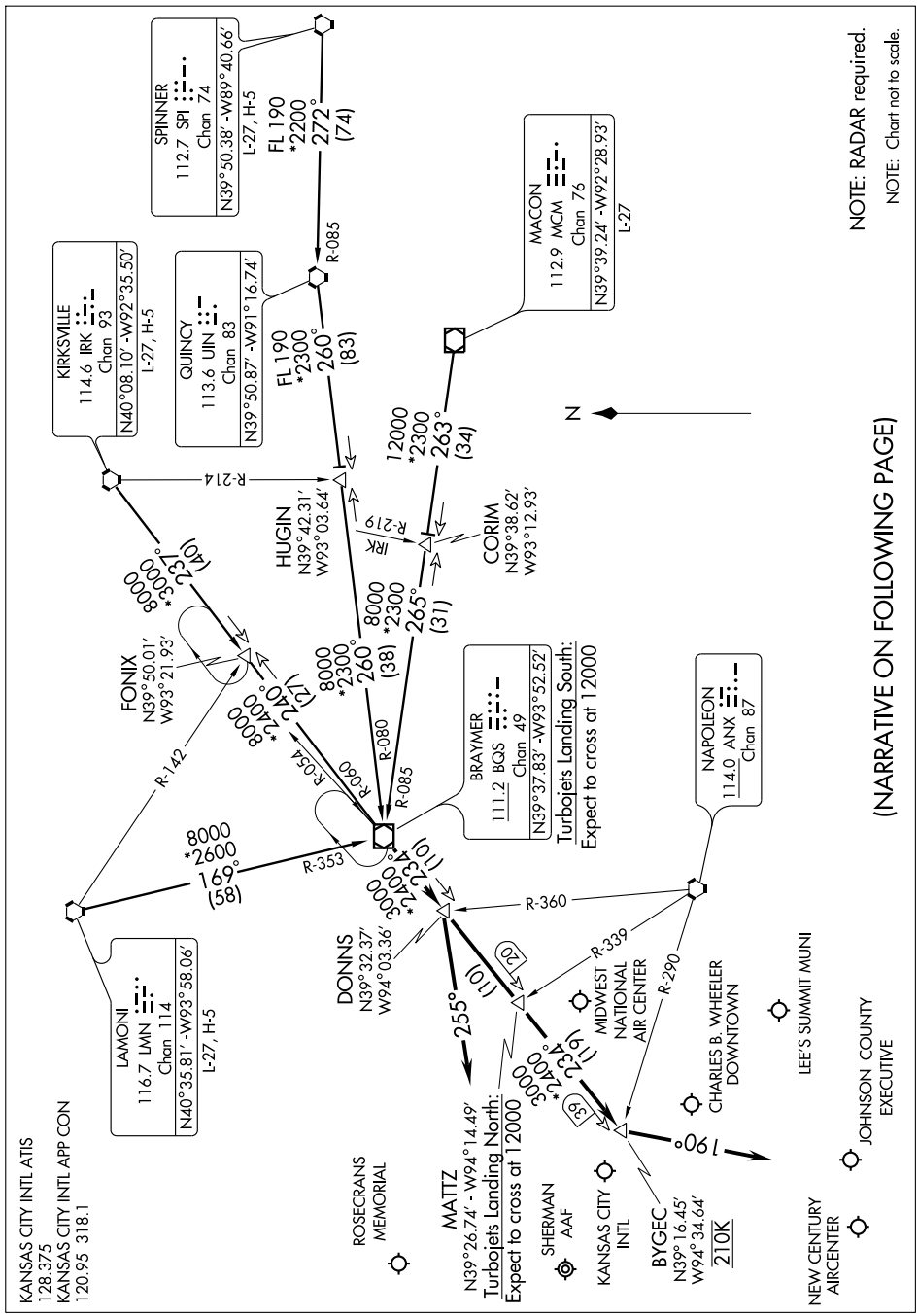


NC-3, 03 JUN 2010 to 01 JUL 2010

BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

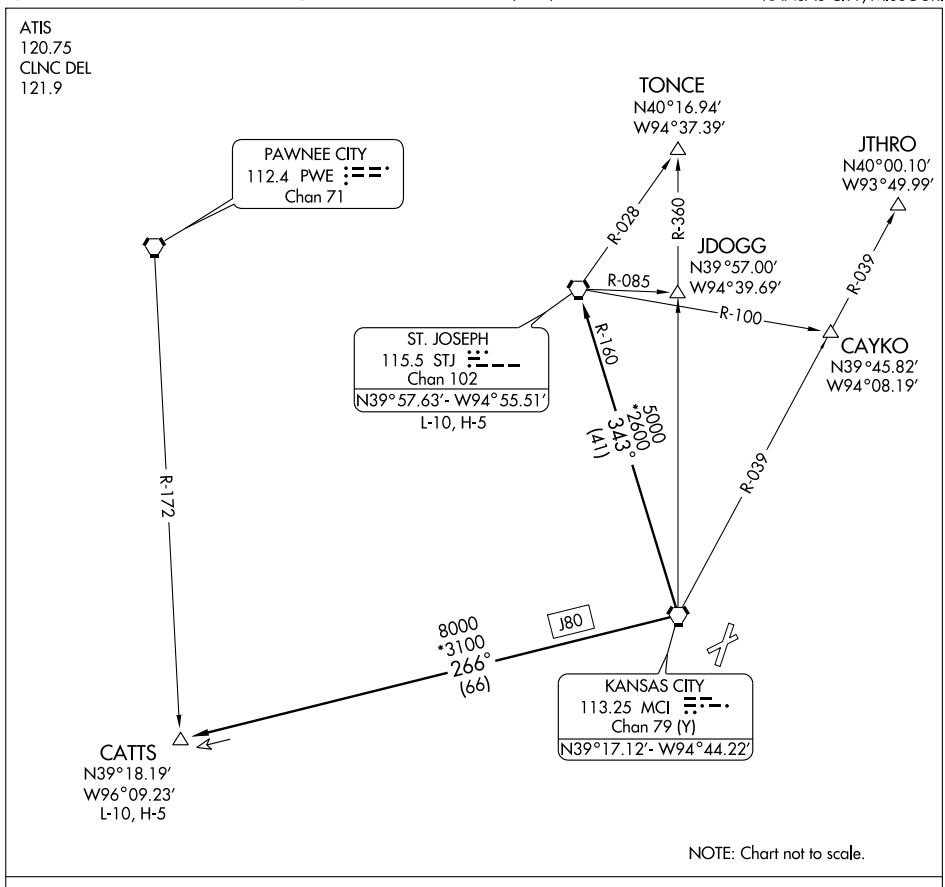
ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

CHIEF THREE DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA)
KANSAS CITY, MISSOURI



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC I-GQR	APP CRS	Rwy ldg	4550
111.75	031°	TDZE	744
		Apt Elev	759

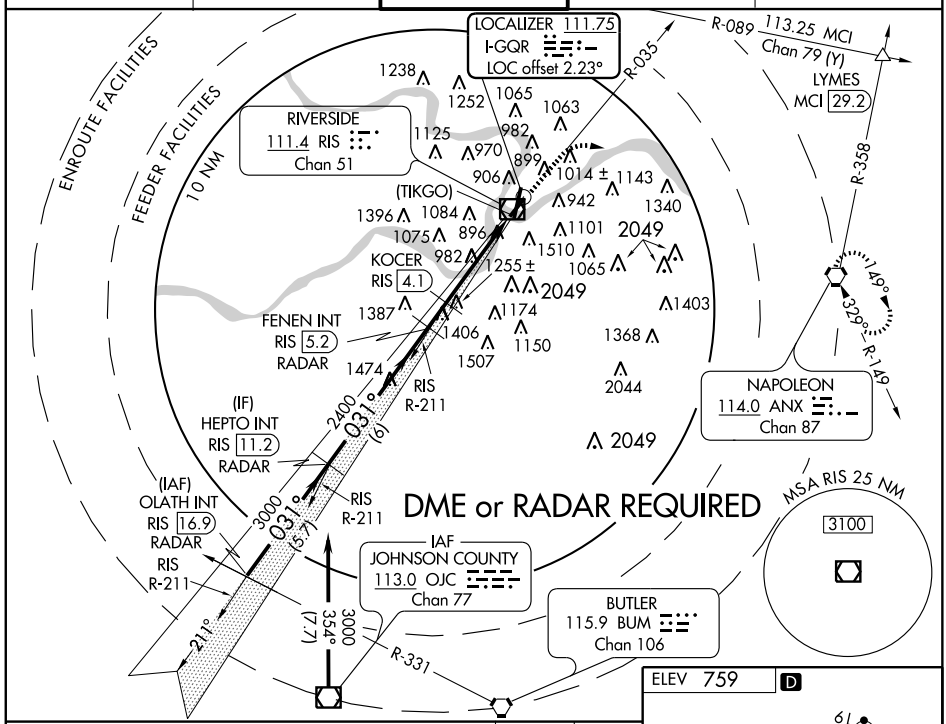
ILS or LOC RWY 3

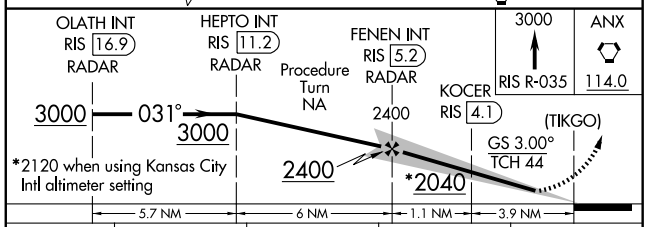
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. VGSI and ILS glidepath not coincident.

MISSED APPROACH: Climb to 3000 via RIS VOR/DME R-035 then direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

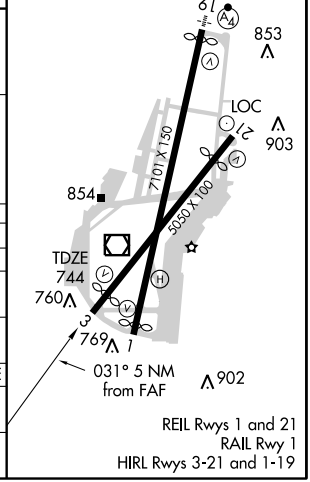




CATEGORY	A	B	C	D
S-ILS 3	1049/50 305 (300-1)		NA	
S-LOC 3	2040/60 1296 (1300-1¼)	2040-1½ 1296 (1300-1½)	NA	
CIRCLING	2040/60 1281 (1300-1¼)	2040-1½ 1281 (1300-1½)	2040-3 1281 (1300-3)	

KOCER FIX MINIMUMS # # DME from RIS VOR/DME

S-LOC 3	1240/50 496 (500-1)	NA	
CIRCLING	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)



NC-3, 03 JUN 2010 to 01 JUL 2010

LOC I-MKC	APP CRS	Rwy ldg	6901
109.9	188°	TDZE	757
		Apt Elev	759

ILS OR LOC RWY 19

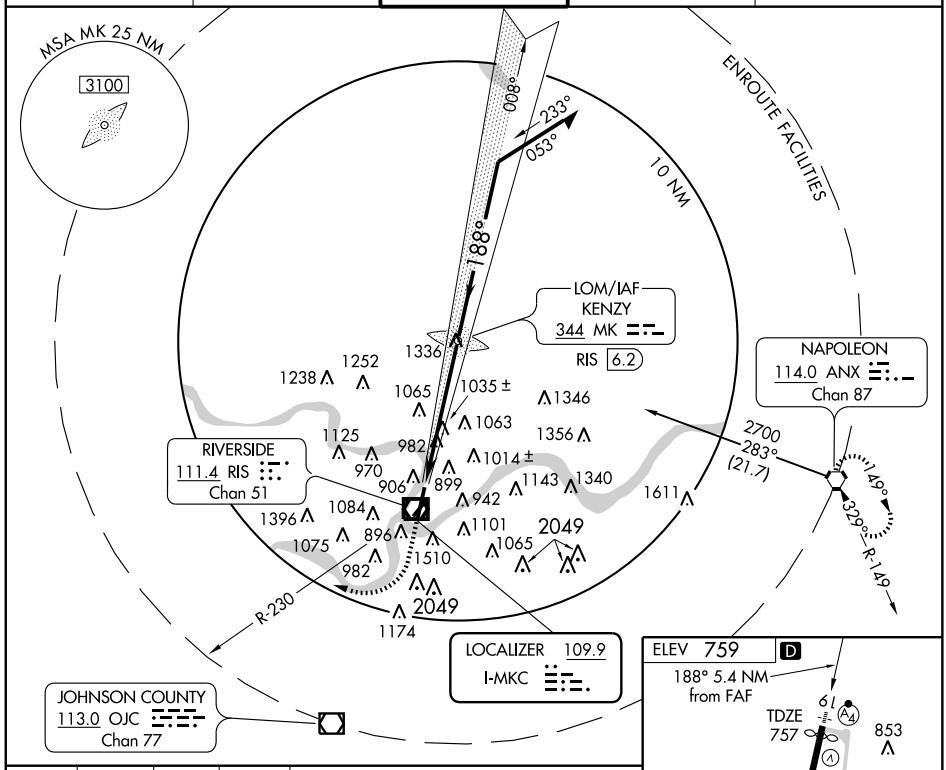
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

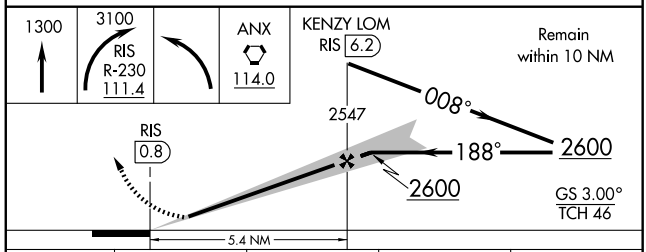
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
Inoperative table does not apply to S-LOC-19 Cat C.

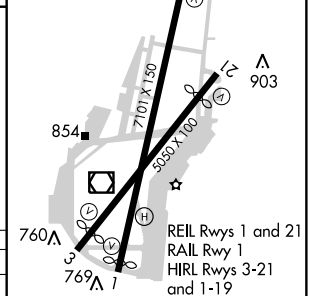
MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9







CATEGORY	A	B	C	D
S-ILS 19	1007/40 250 (300-¾)			
S-LOC 19	1300/40 543 (600-¾)		1300-1½ 543 (600-1½)	1300-1¾ 543 (600-1¾)
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

FAF to MAP 5.4 NM

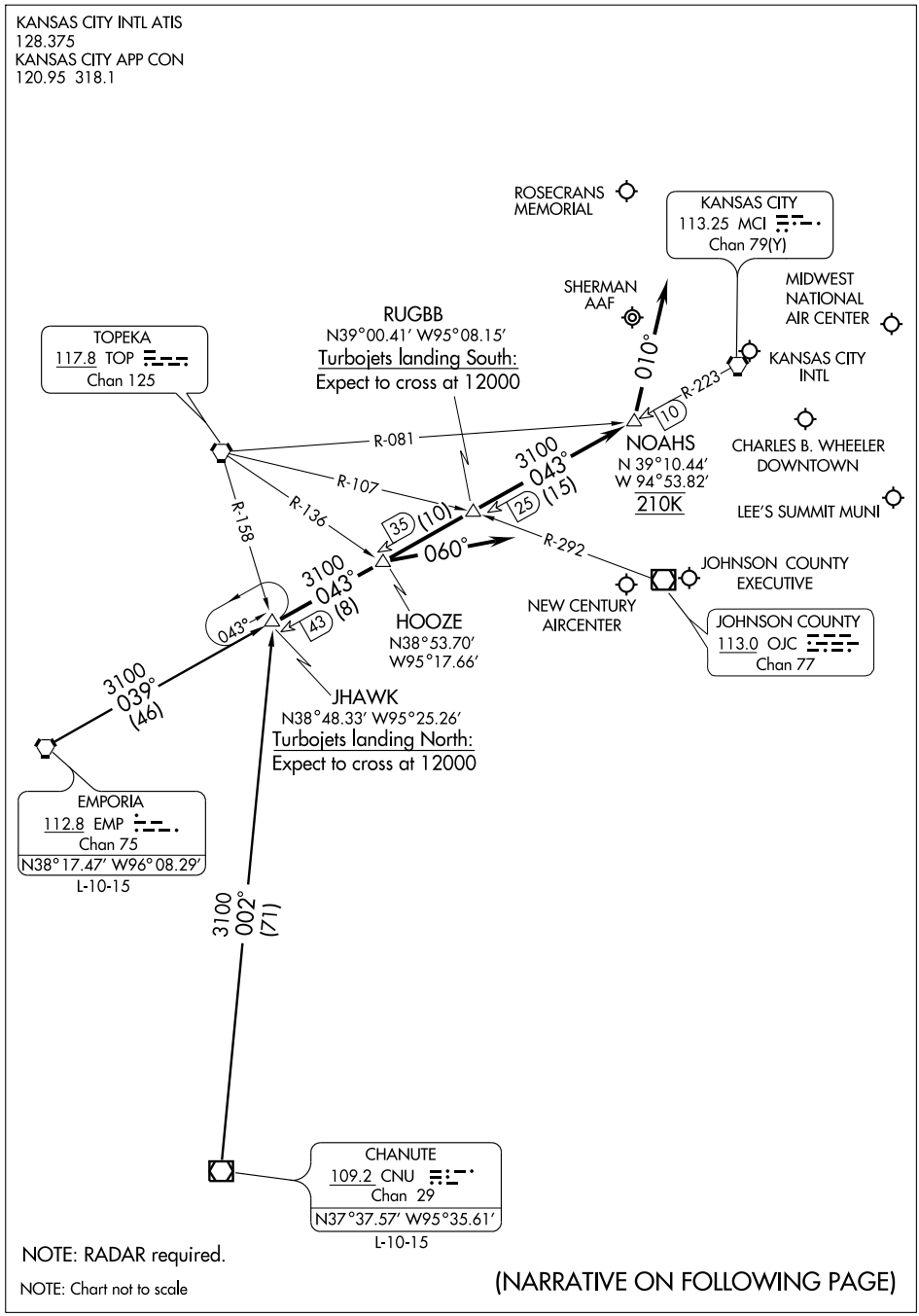
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-3, 03 JUN 2010 to 01 JUL 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

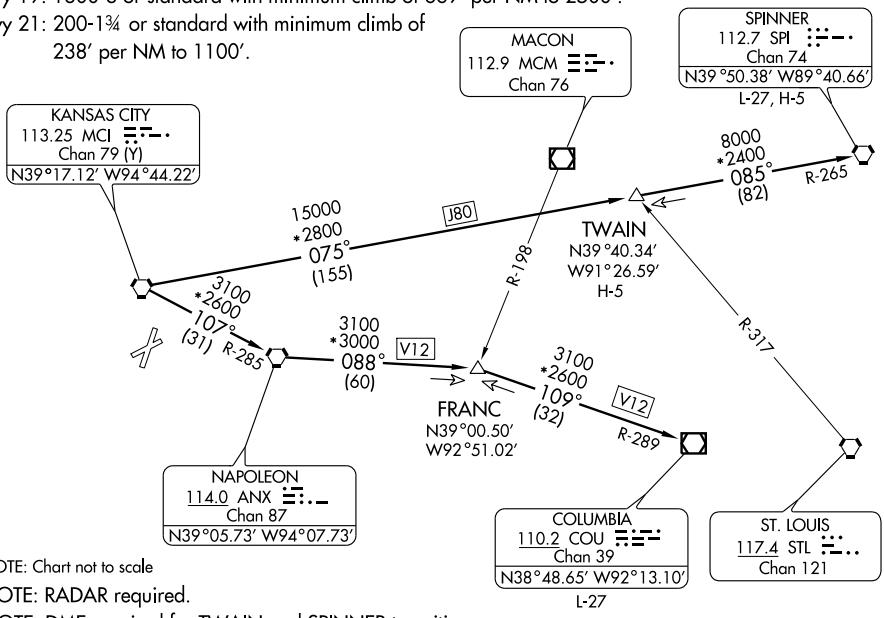
NC-3, 03 JUN 2010 to 01 JUL 2010

LAKES FIVE DEPARTURE

ATIS 120.75
CLNC DEL 121.9

TAKE-OFF MINIMUMS

Rwy 1: 400-2¼ or standard with minimum climb of 335′ per NM to 2000′.
Rwy 3: 400-2½ or standard with minimum climb of 235′ per NM to 1900′.
Rwy 19: 1300-3 or standard with minimum climb of 669′ per NM to 2500′.
Rwy 21: 200-1¾ or standard with minimum climb of 238′ per NM to 1100′.



NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135′ left of centerline, up to 100′ AGL/1079′ MSL.
OL on elevator 3663′ from DER, 1231′ right of centerline, 172′ AGL/912′ MSL.

Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40′ from DER, 240′ right of centerline, up to 94′ AGL/853′ MSL.
OL on elevator 829′ from DER, 478′ right of centerline, 125′ AGL/865′ MSL.
Crane T 2.1 NM from DER, 3151′ right of centerline, 296′ AGL/1110′ MSL.

Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282′ from DER, 279′ right of centerline, up to 291′ AGL/1251′ MSL.
Tower 2.5 NM from DER, 3165′ left of centerline, 1168′ AGL/2049′ MSL.

Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205′ from DER, 476′ right of centerline, up to 118′ AGL/858′ MSL.
OL on elevator 5178′ from DER, 803′ left of centerline, 148′ AGL/896′ MSL.
Stack 1.3 NM from DER, 589′ left of centerline, 198′ AGL/948′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 03 JUN 2010 to 01 JUL 2010

LOM MK	APP CRS	Rwy ldg	6901
344	188°	TDZE	757
		Apt Elev	759

NDB RWY 19

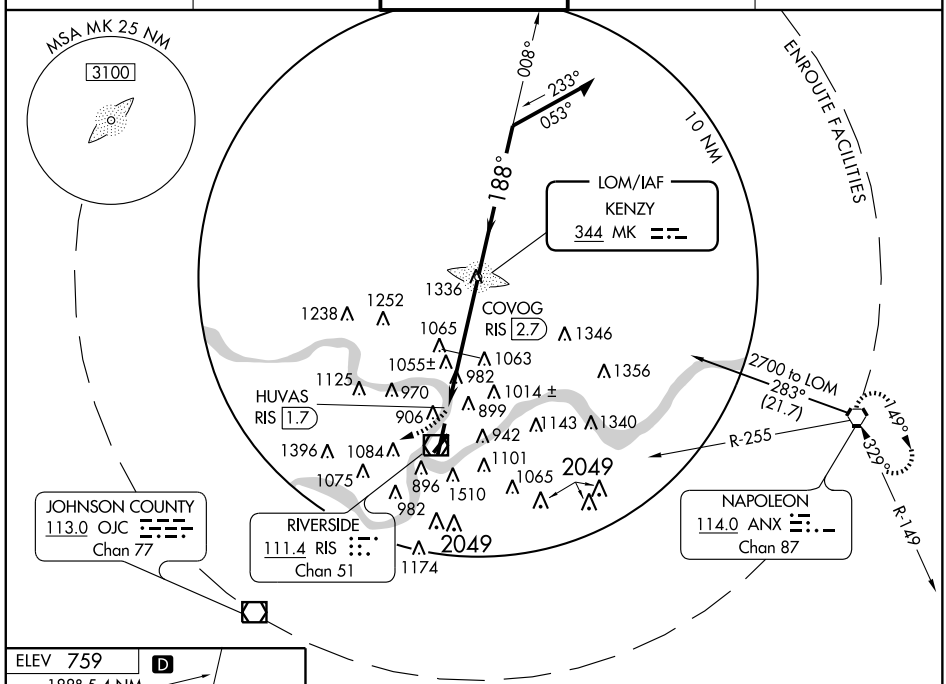
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

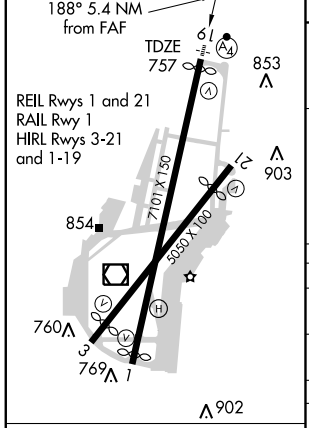
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MALSF

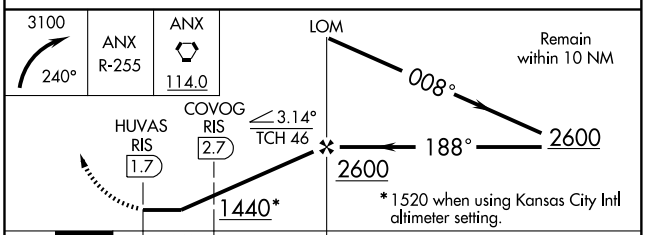
MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

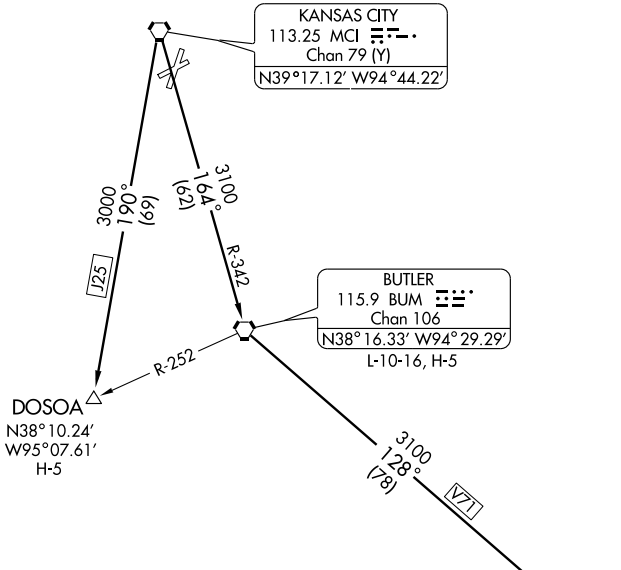


CATEGORY	A	B	C	D
S-19	1440/50	683 (700-1)	1440-2 683 (700-2)	1440-2¼ 683 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1440-2 681 (700-2)	1440-2¼ 681 (700-2¼)
DME MINIMUMS				
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

RACER THREE DEPARTURE

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH 50112 W03A	APP CRS 033°	Rwy ldg 4550 TDZE 744 Apt Elev 759

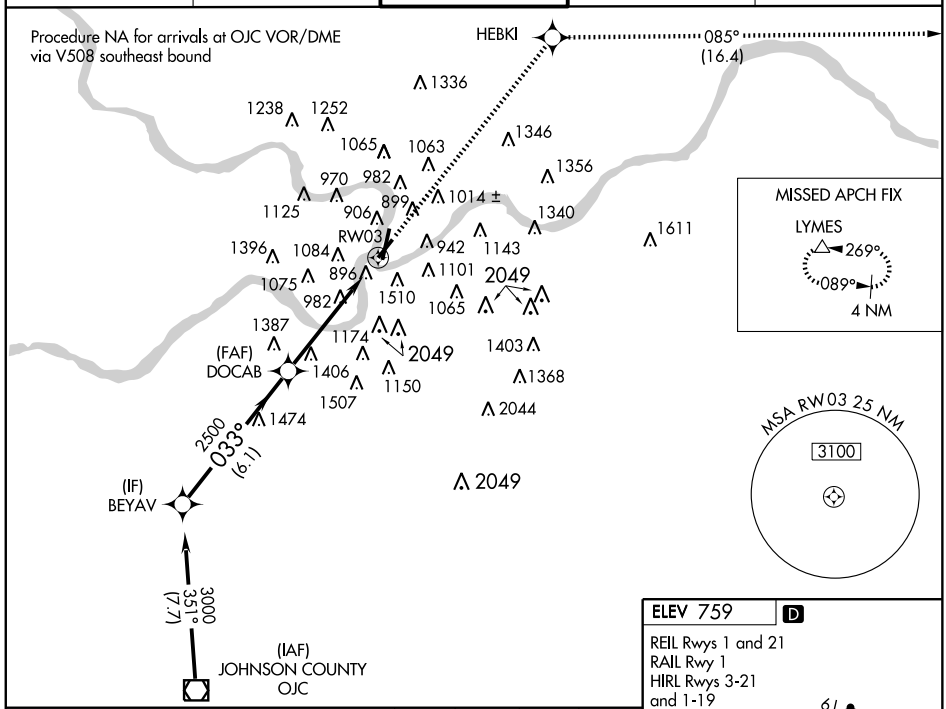
RNAV (GPS) RWY 3

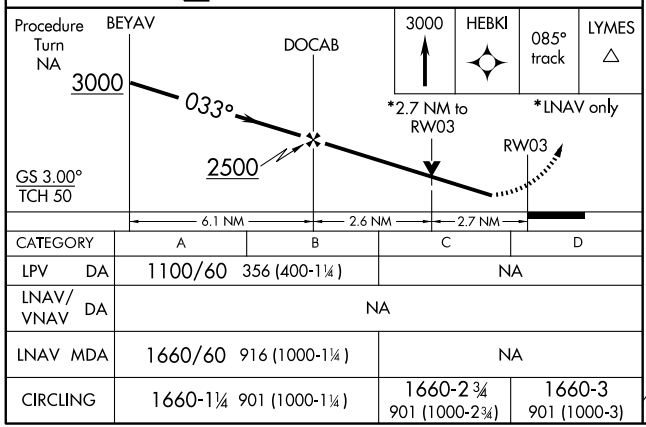
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP- 0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
VDP NA with Kansas City Intl altimeter setting.
When VGSI inoperative, circling Rwys 19 and 21 NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

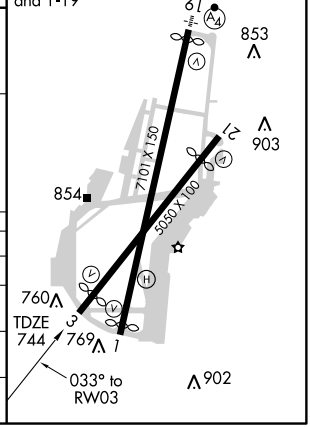
MISSED APPROACH: Climb to 3000 direct HEBKI and via 085° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





CATEGORY	A	B	C	D
LPV DA	1100/60 356 (400-1¼)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	1660/60 916 (1000-1¼)		NA	
CIRCLING	1660-1¼ 901 (1000-1¼)		1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)



NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4351
222°	TDZE	744
	Apt Elev	759

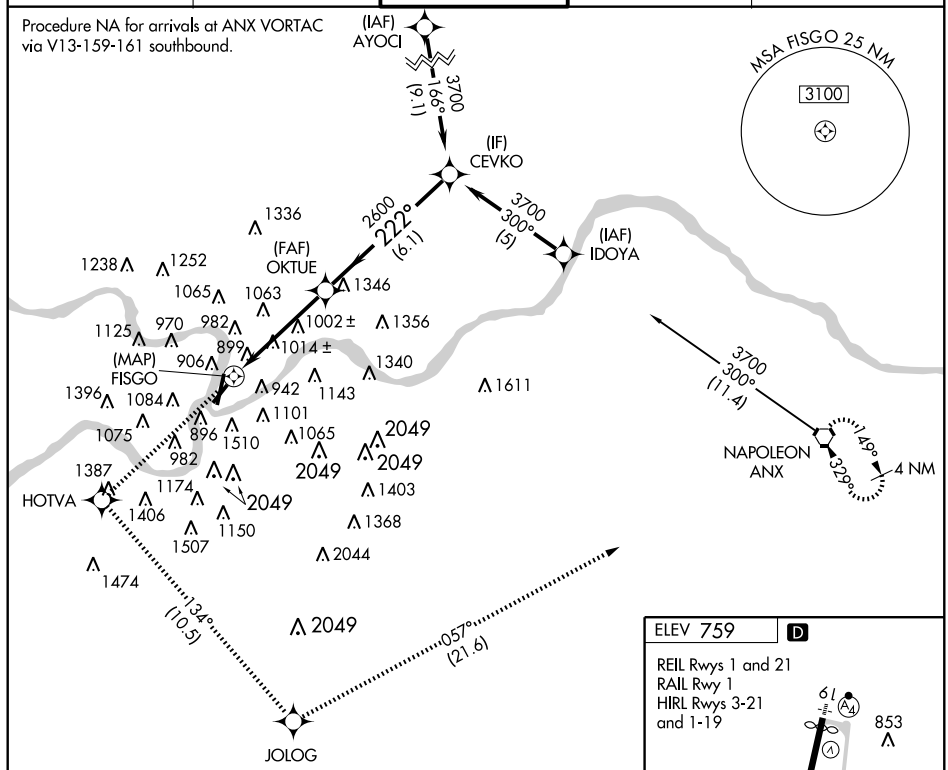
RNAV (GPS) RWY 21

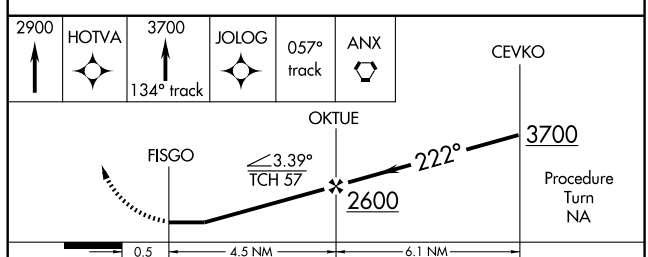
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP-0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
When VGSI inoperative, procedure NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

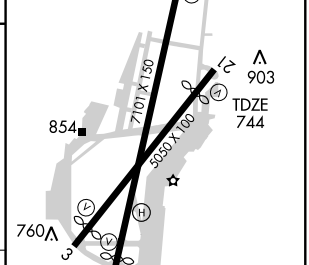
MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





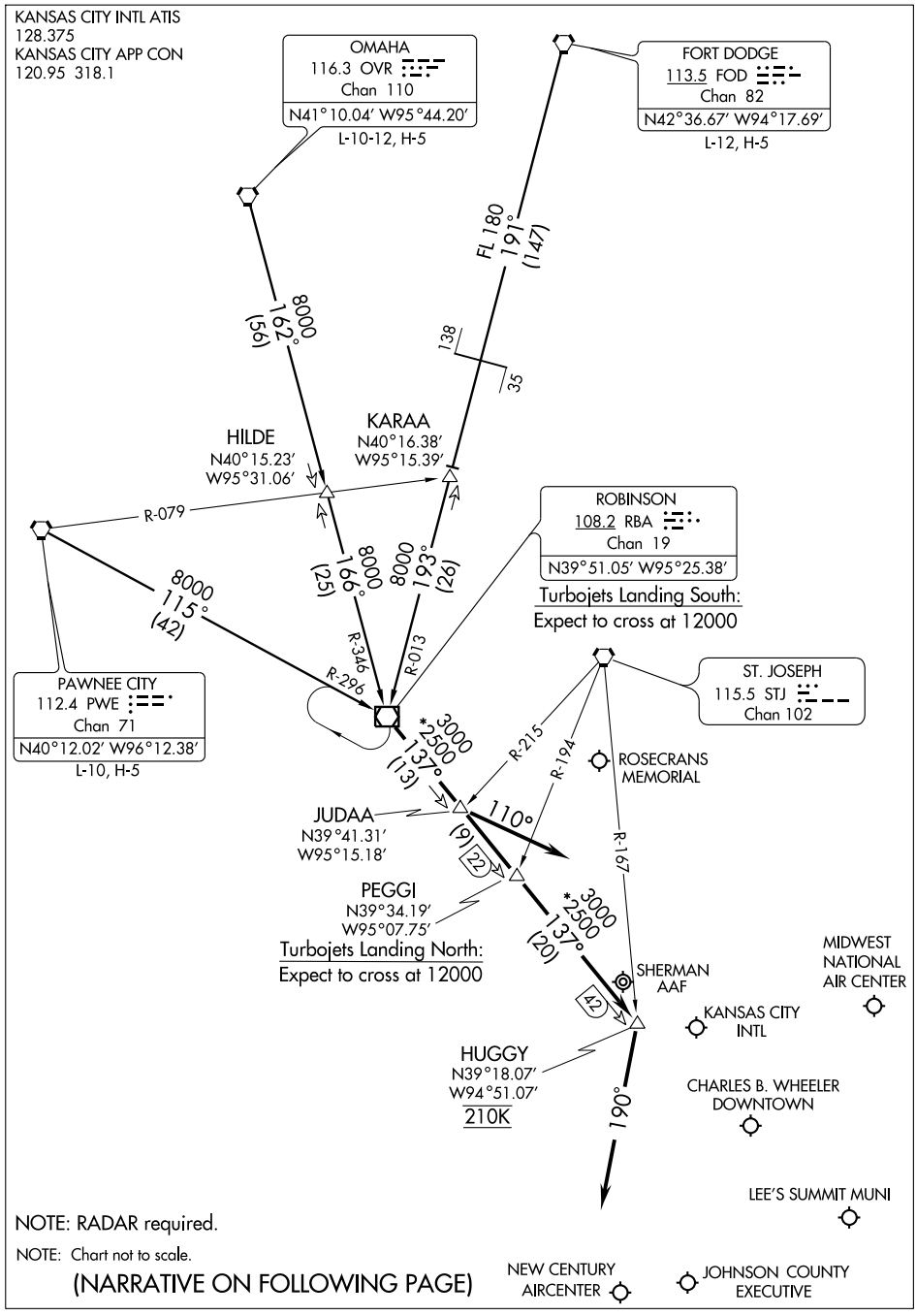
CATEGORY	A	B	C	D
LNAV MDA	1620-1 876 (900-1)	1620-1¼ 876 (900-1¼)	NA	
CIRCLING	1620-1 861 (900-1)	1620-1¼ 861 (900-1¼)	1620-2½ 861 (900-2½)	1620-2¾ 861 (900-2¾)



ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

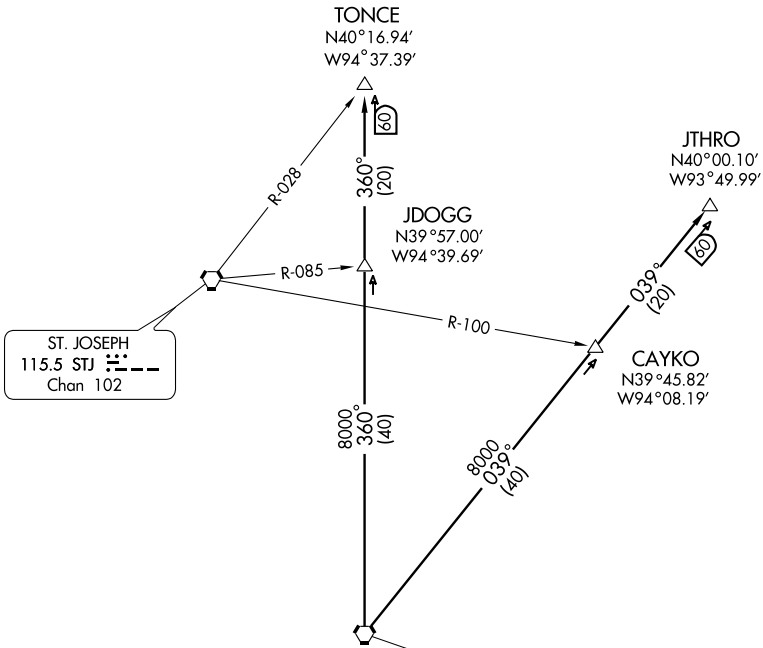
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

ROYAL THREE DEPARTURE

ATIS 120.75
CLNC DEL 121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

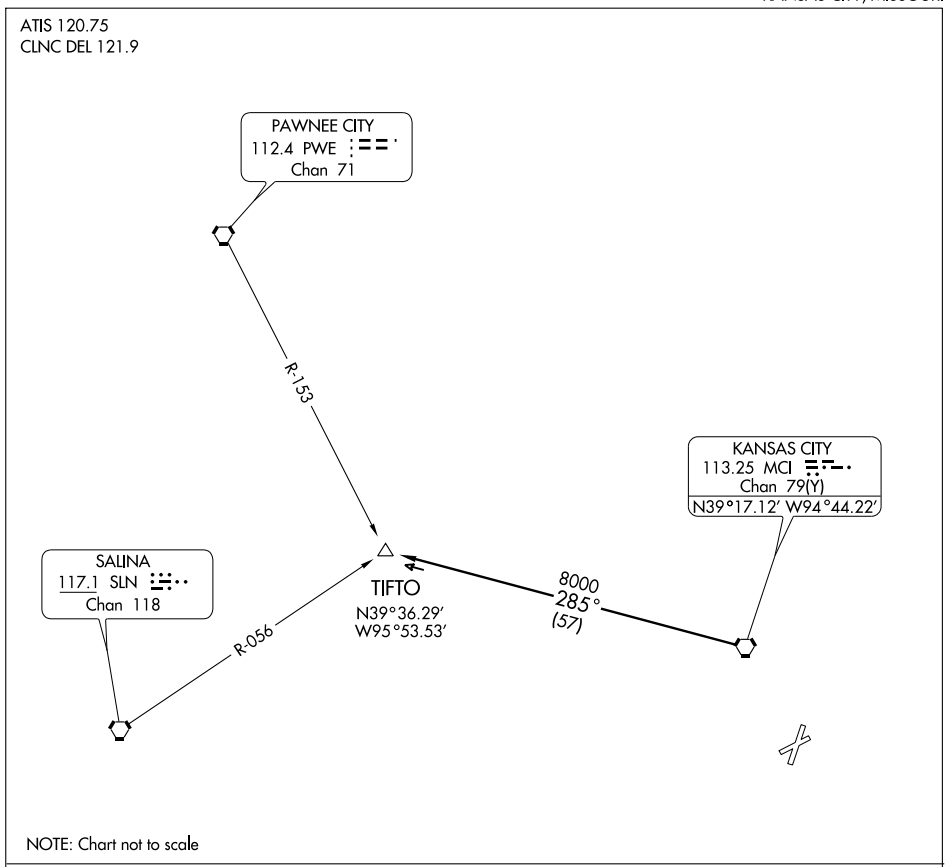
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

TIFTO TWO DEPARTURE

ATIS 120.75
CLNC DEL 121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

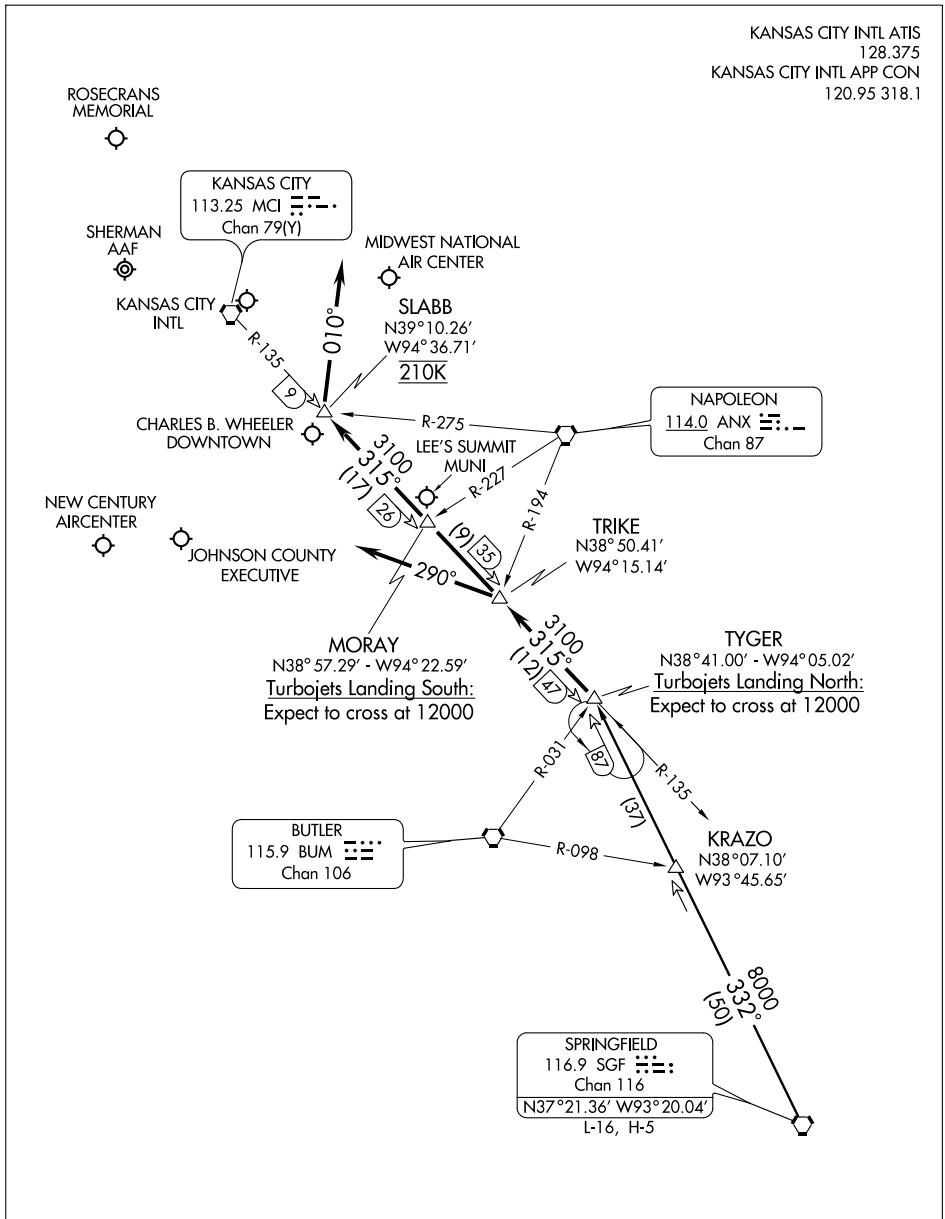
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME RIS 111.4 Chan 51	APP CRS 028°	Rwy ldg 4550 TDZE 744 Apt Elev 759

VOR RWY 3

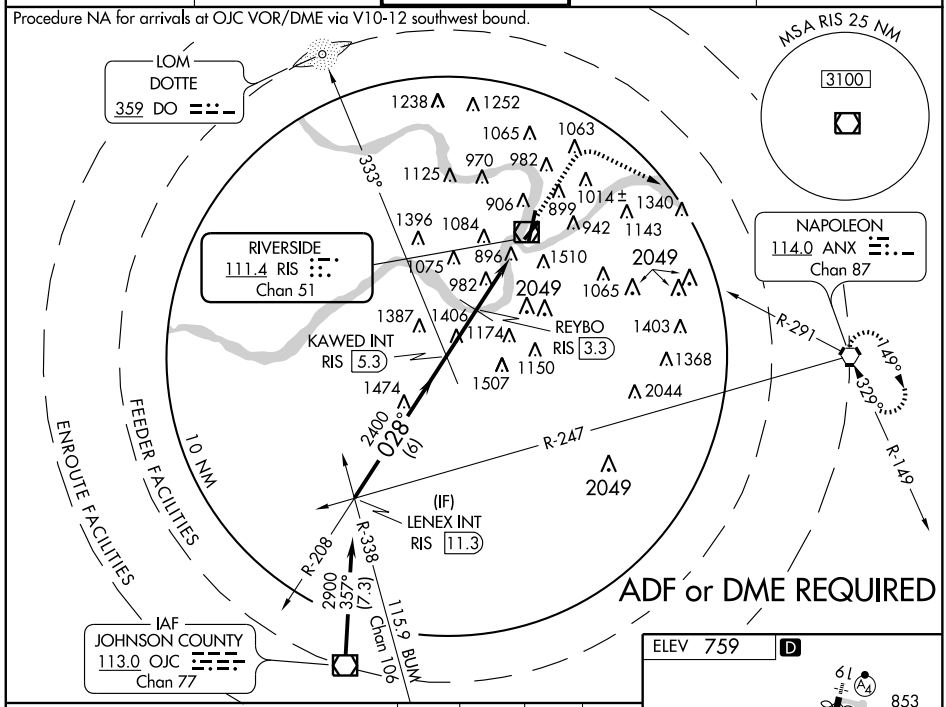
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

T A NA Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not recieved, use Kansas City Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Kansas City Intl altimeter setting.

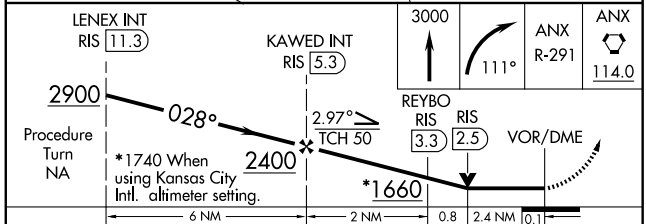
MISSED APPROACH: Climb to 3000 then right turn via heading 111° and ANX R-291 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

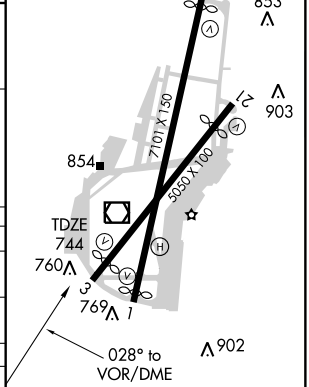
Procedure NA for arrivals at OJC VOR/DME via V10-12 southwest bound.



ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-3	1660/60	916 (1000-1¼)	NA	
CIRCLING	1660-1¼	901 (1000-1¼)	1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)
REYBO FIX MINIMUMS				
S-3	1540/50 796 (800-1)	1540/60 796 (800-1¼)	NA	
CIRCLING	1540-1 781 (800-1)	1540-1¼ 781 (800-1¼)	1540-2¼ 781 (800-2¼)	1540-2½ 781 (800-2½)



RAIL Rwy 1
REIL Rwys 1 and 21
HIRL Rwys 3-21 and 1-19

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME RIS	APP CRS	Rwy ldg	6901
111.4	193°	TDZE	757
Chan 51		Apt Elev	759

VOR RWY 19

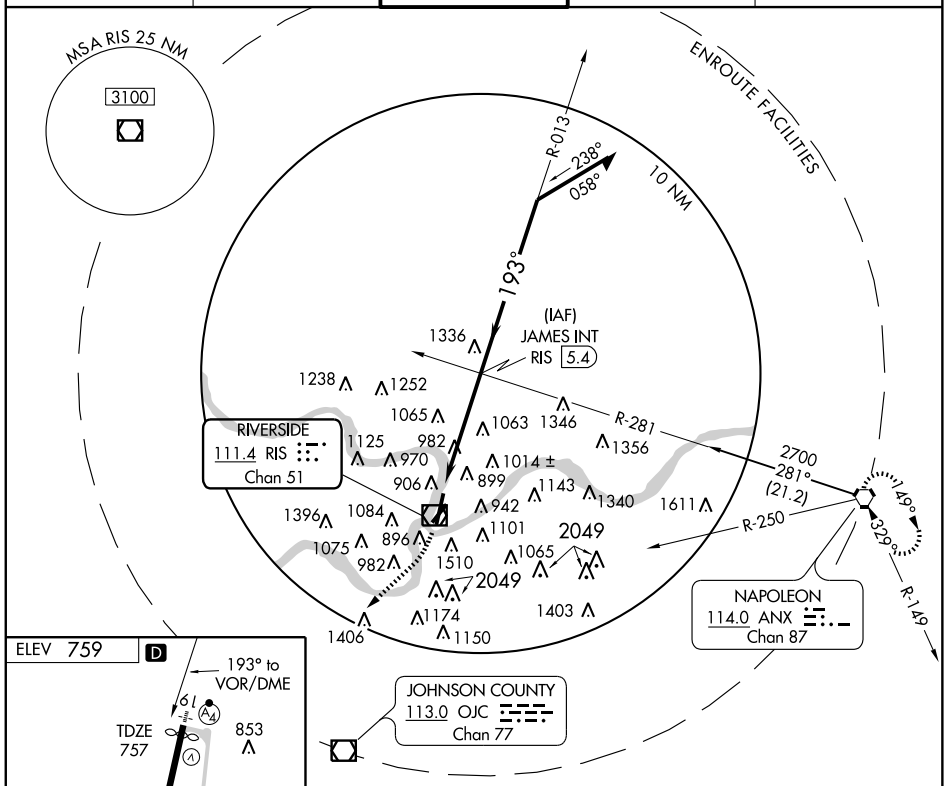
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

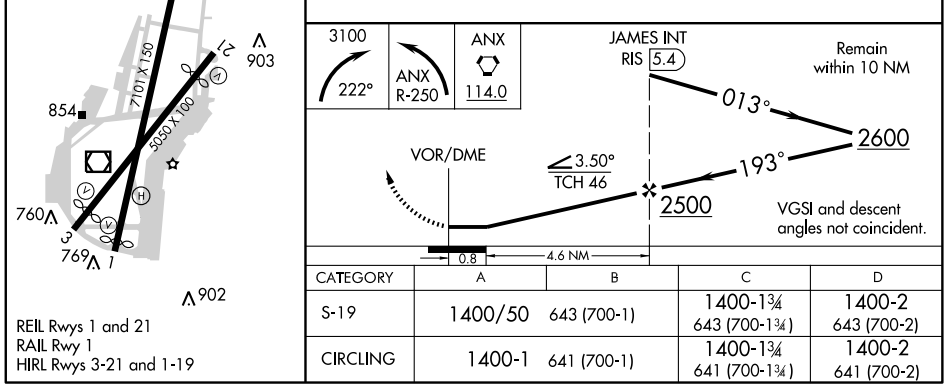
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19

CATEGORY	A	B	C	D
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME RIS	APP CRS	Rwy ldg	4351
111.4	218°	TDZE	744
Chan 51		Apt Elev	759

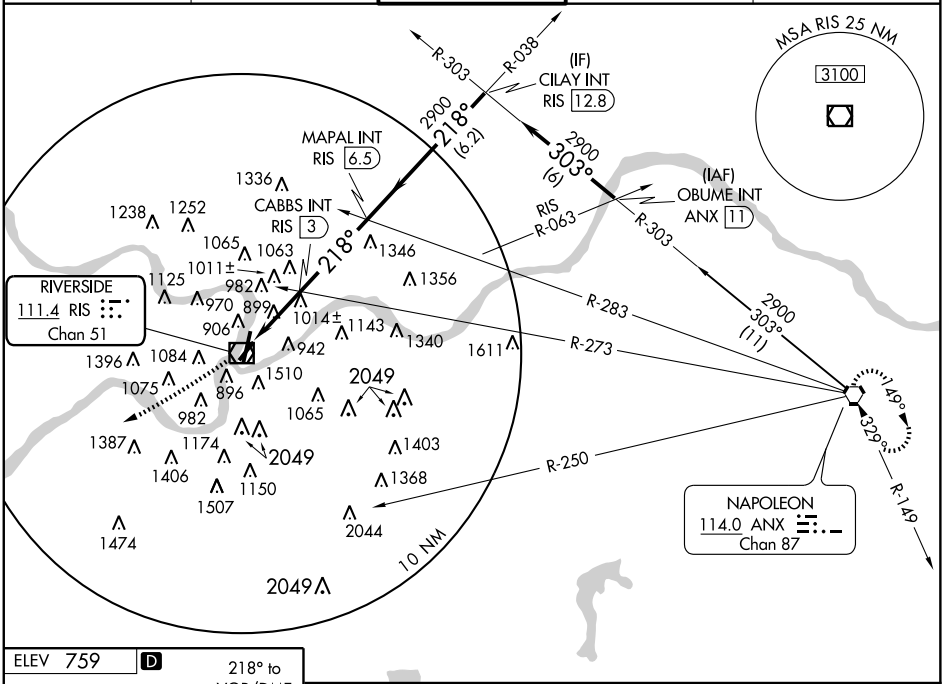
VOR RWY 21

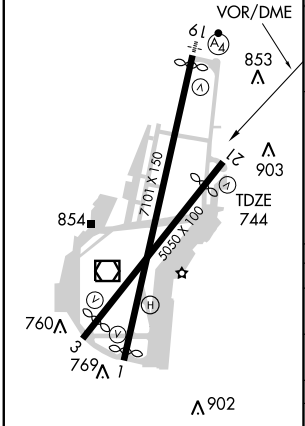
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not received, use Kansas City Intl atimeter setting and increase all MDAs 80 feet.

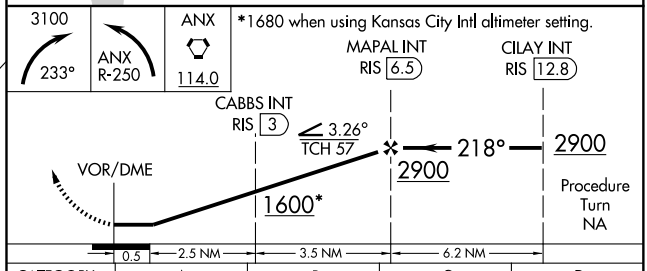
MISSED APPROACH: Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19



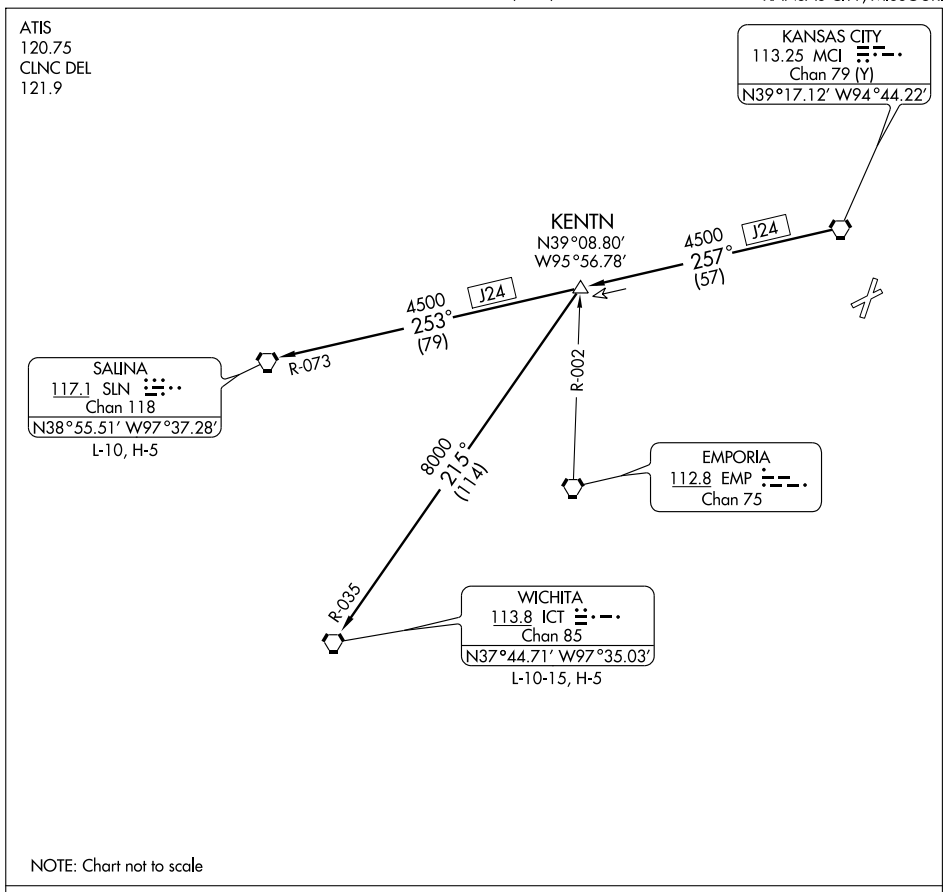
CATEGORY	A	B	C	D
S-21	1600-1 856 (900-1)	1600-1¼ 856 (900-1¼)	NA	
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)
CABBS FIX MINIMUMS				
S-21	1320-1 576 (600-1)		NA	
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3. 03 JUN 2010 to 01 JUL 2010

(WLDCT2.MCI) 07298

WILDCAT TWO DEPARTURE

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
SL-213 (FAA)
KANSAS CITY, MISSOURI



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	5000
029°	TDZE	262
	Apt Elev	262

RNAV (GPS) RWY 2
KENNETT MEMORIAL (TKX)

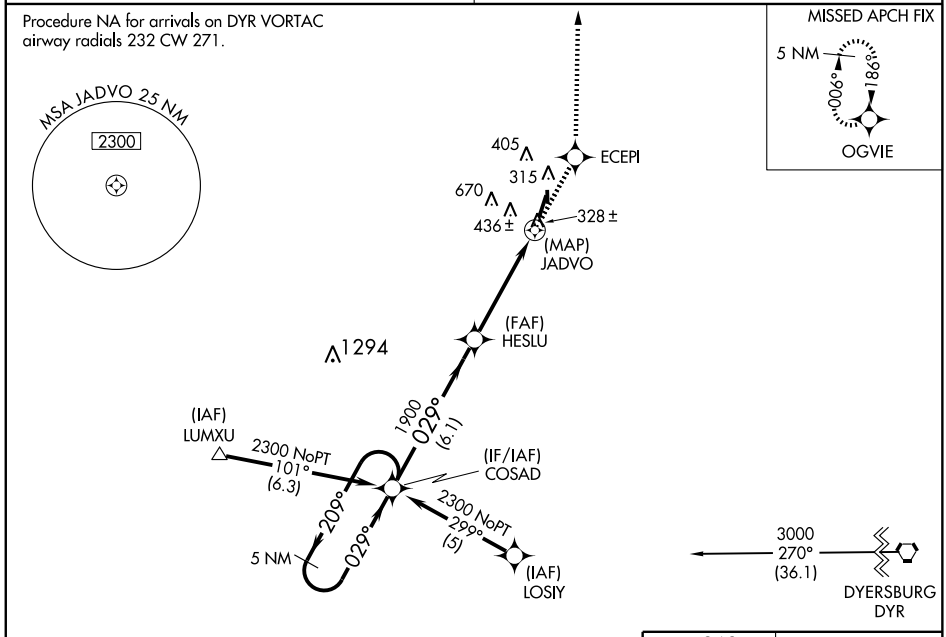
T
NA

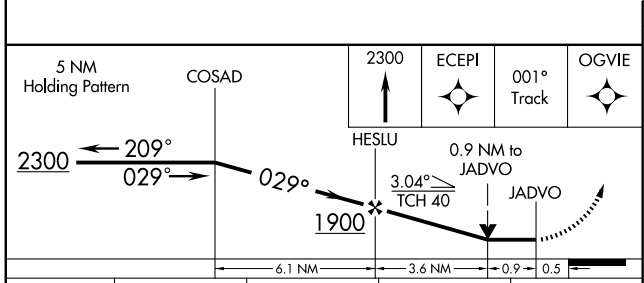
DME/DME RNP-0.3 NA.
Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.
VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct ECEPI and via 001° track to OGVIE and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

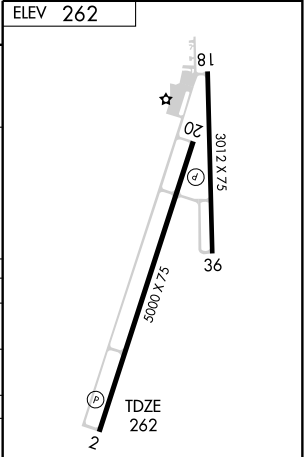
Procedure NA for arrivals on DYR VORTAC airway radials 232 CW 271.





CATEGORY	A	B	C	D
LNAV MDA	740-1 478 (500-1)		740-1¼ 478 (500-1¼)	NA
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1 538 (600-1)		800-1½ 538 (600-1½)	NA
CIRCLING	800-1 538 (600-1)		800-1½ 538 (600-1½)	NA

ELEV 262



REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	5000
186°	TDZE	262
	Apt Elev	262

RNAV (GPS) RWY 20
KENNETT MEMORIAL (TKX)

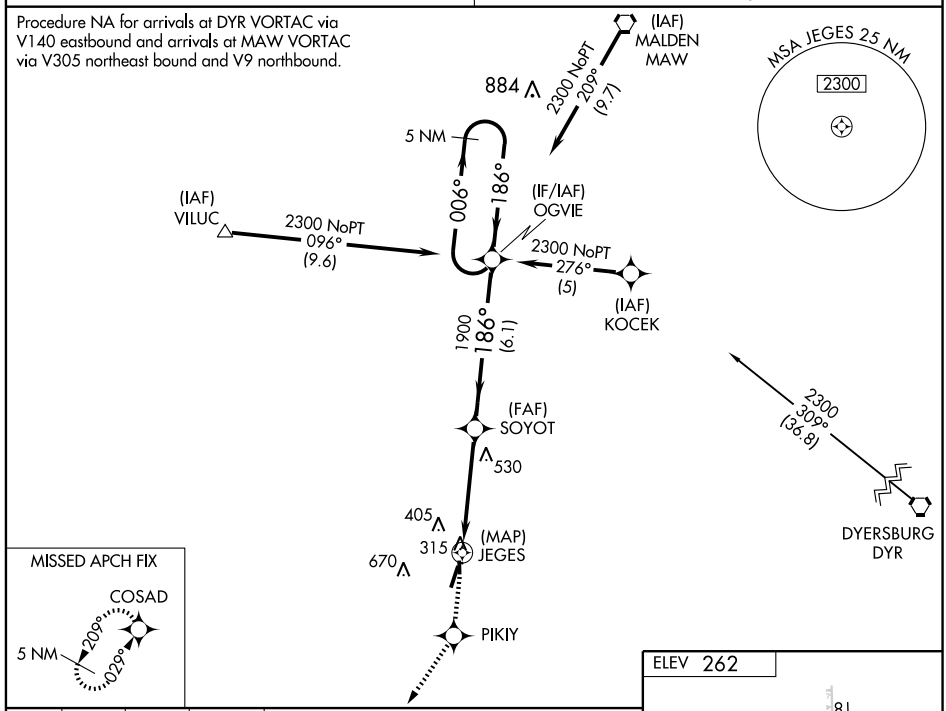
NA

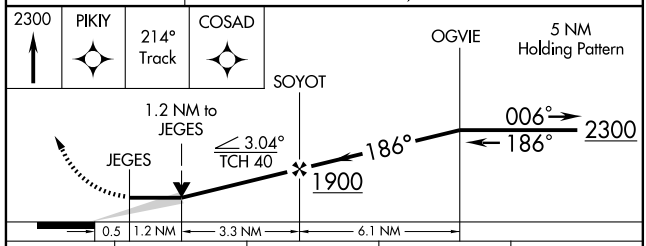
DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwys 2 and 18. VDP NA when using Blytheville Muni altimeter setting.

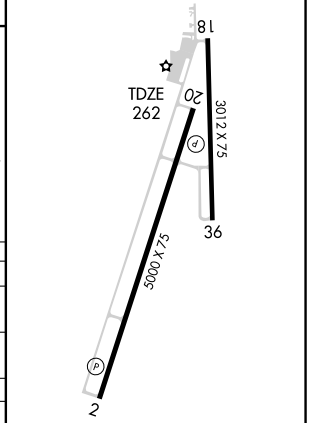
MISSED APPROACH: Climb to 2300 direct PIKIY and via 214° track to COSAD and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.







REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	840-1 578 (600-1)		840-1½ 578 (600-1½)	NA
CIRCLING	840-1 578 (600-1)		840-1½ 578 (600-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 618 (700-1)		880-1¾ 618 (700-1¾)	NA
CIRCLING	880-1 618 (700-1)		880-1¾ 618 (700-1¾)	NA

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VORTAC MAW 111.2 Chan 49	APP CRS 194°	Rwy ldg 5000 TDZE 262 Apt Elev 262

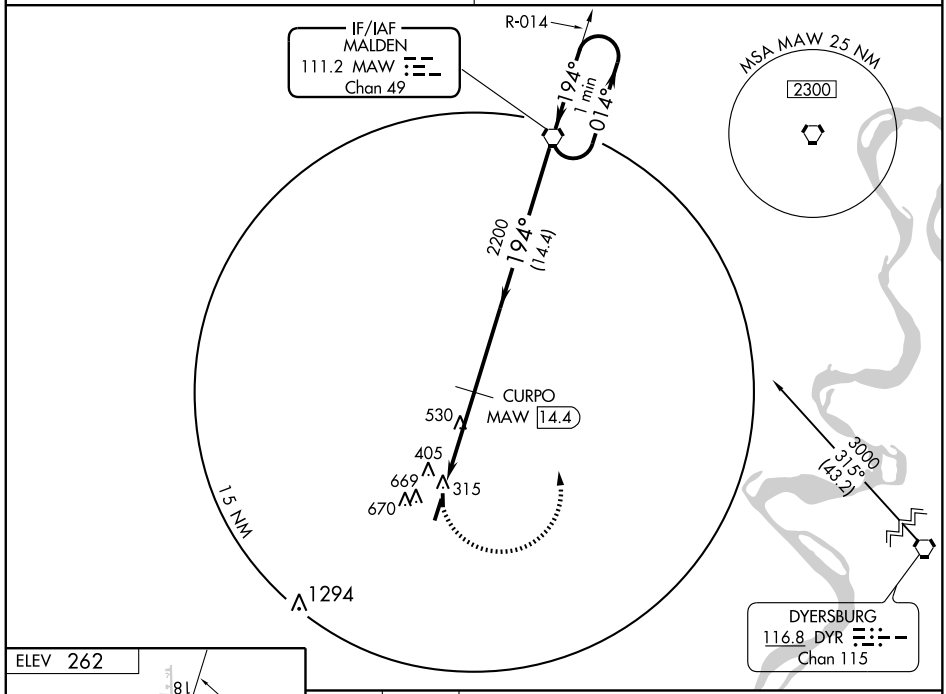
VOR/DME RWY 20
KENNETT MEMORIAL (TKX)

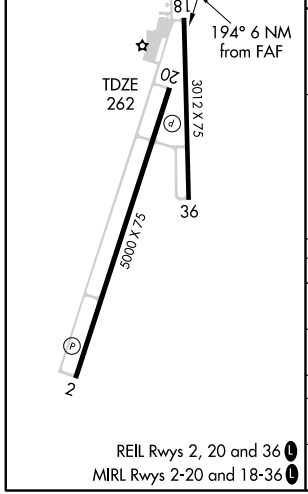
T
A NA

Circling NA west of Rwys 2 and 18.
Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

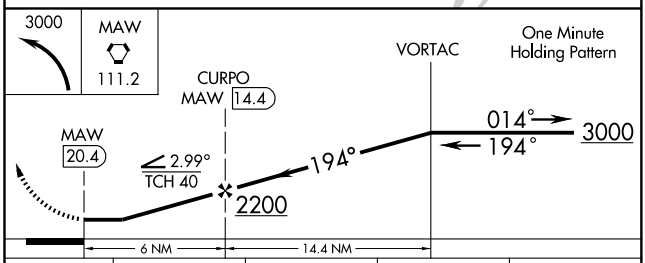
MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L





REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L



CATEGORY	A	B	C	D
S-20	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
CIRCLING	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA
CIRCLING	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA

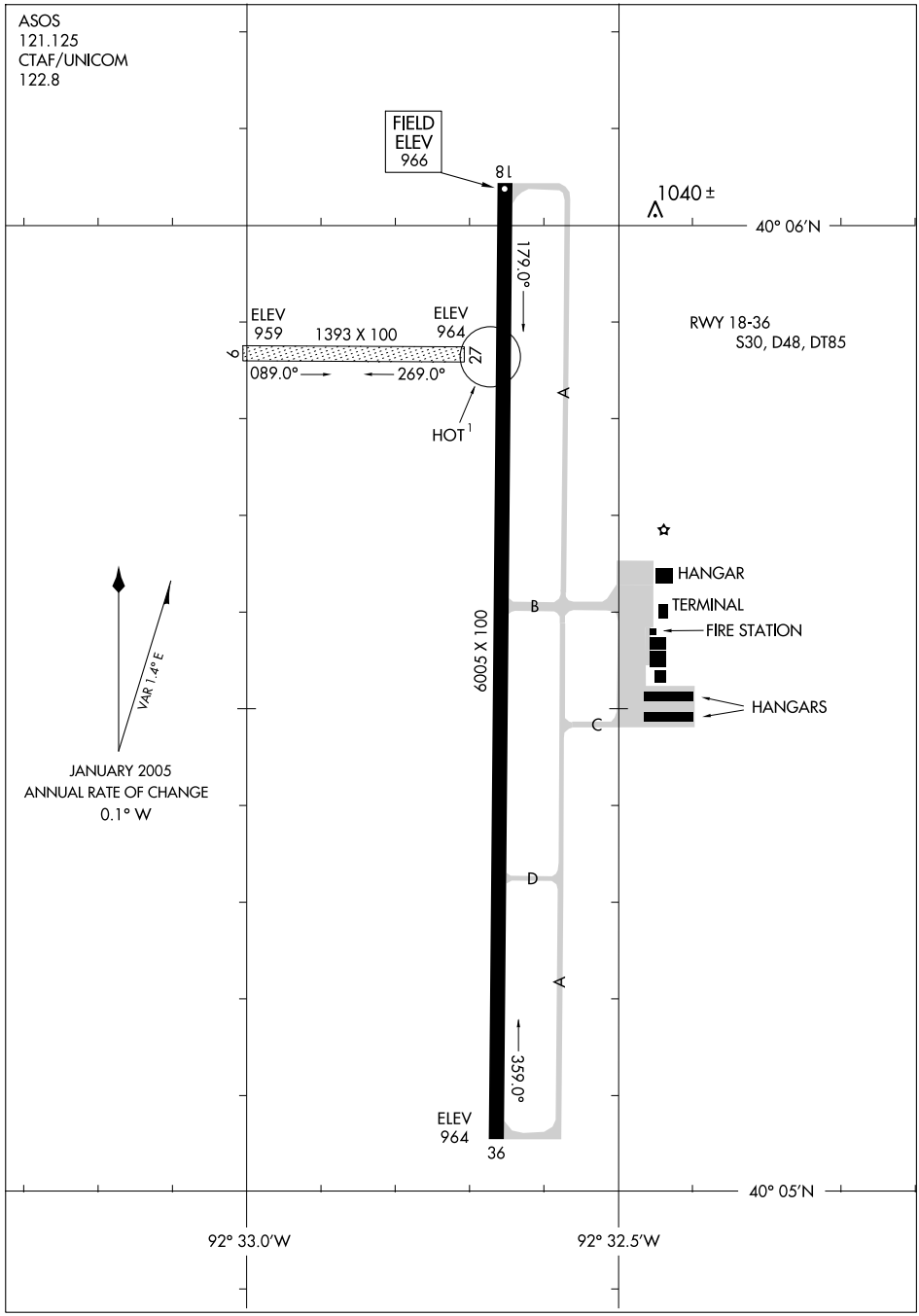
NC-3, 03 JUN 2010 to 01 JUL 2010

09239

AIRPORT DIAGRAM

AL-217 (FAA)

KIRKSVILLE RGNL (IRK)
KIRKSVILLE, MISSOURI



NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-IRK 111.5 Chan 52	APP CRS 357°	Rwy ldg 6005 TDZE 965 Apt Elev 966

ILS or LOC/DME RWY 36

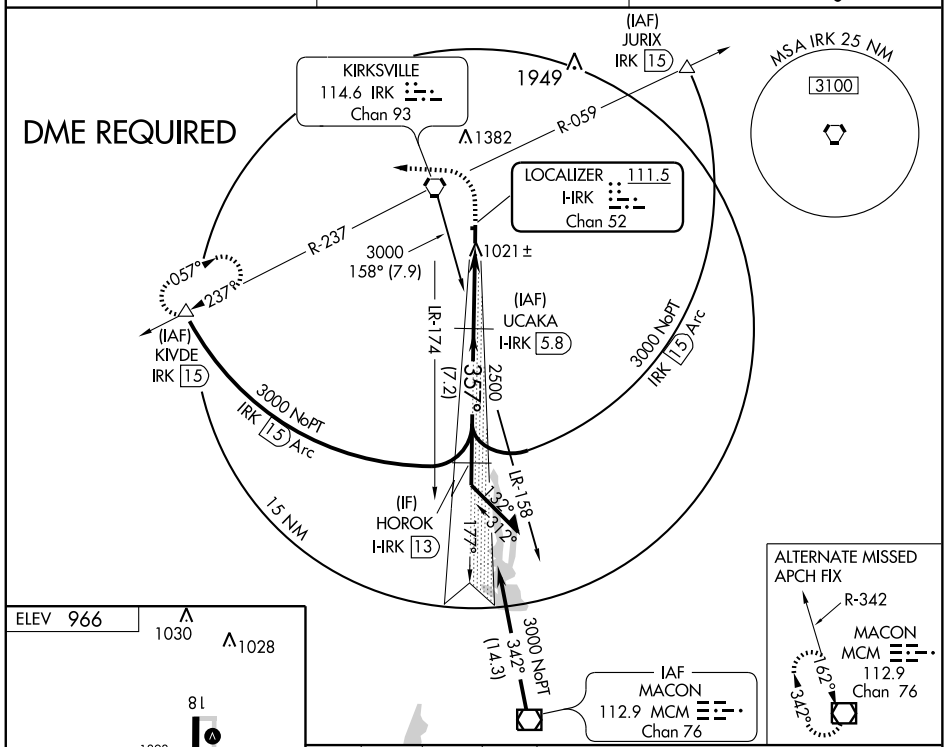
KIRKSVILLE RGNL (IRK)

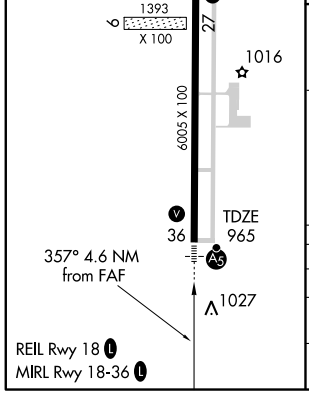
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA when using Ottumwa Industrial altimeter setting. For inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-ILS 36 all Cats visibility ¼ mile, and S-LOC 36 Cat D visibility to 1½. DME Required. For inoperative MALSR, increase S-LOC 36 Cat D visibility ¼ mile.

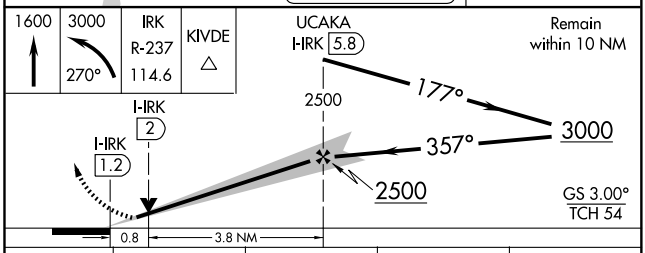
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 36	1165-½ 200 (200-½)			
S-LOC 36	1280-½ 315 (400-½)			1280-¾ 315 (400-¾)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

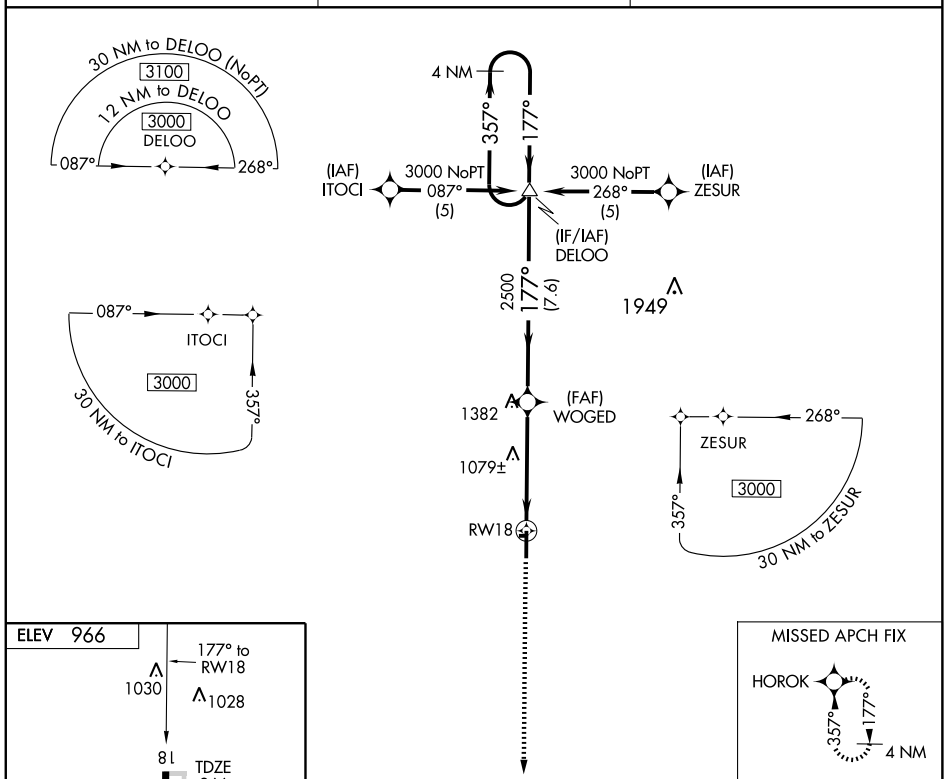
APP CRS	Rwy ldg	6005
177°	TDZE	966
	Apt Elev	966

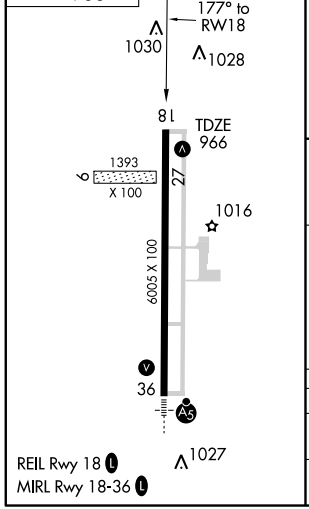
RNAV (GPS) RWY 18
KIRKSVILLE RGNL (IRK)

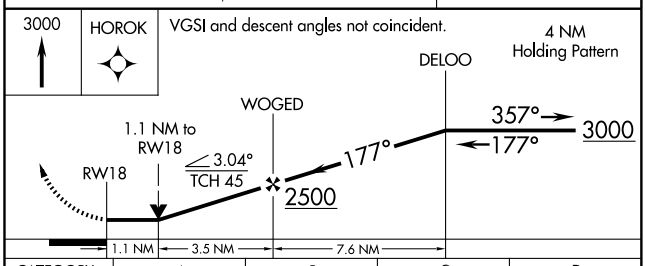
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ottumwa Industrial altimeter setting.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1 374 (400-1)			1340-1¼ 374 (400-1¼)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 70513 W36A	APP CRS 357°	Rwy ldg 6005 TDZE 965 Apt Elev 966

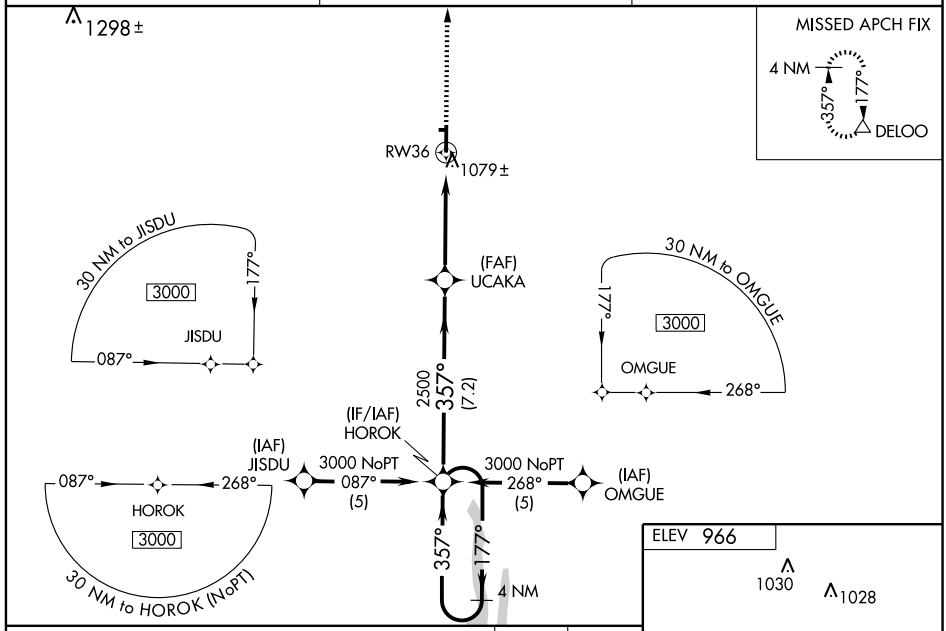
RNAV (GPS) RWY 36
KIRKSVILLE RGNL (IRK)

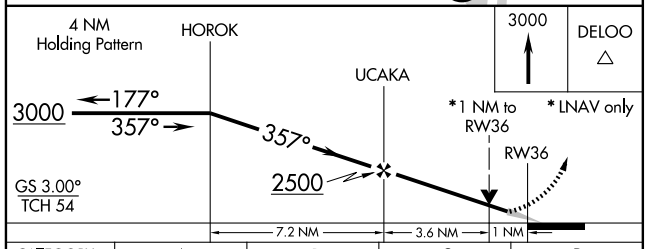
Baro-VNAV NA when using Ottumwa Industrial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.
VDP NA when using Ottumwa Industrial altimeter setting.
For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¾.

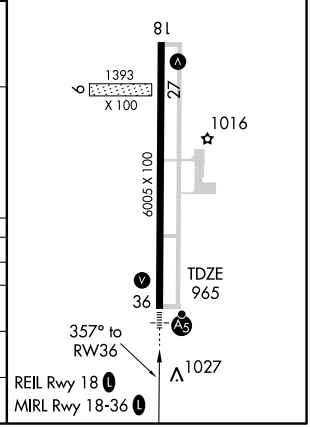
MALSR A5

MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1165-½ 200 (200-½)			
LNAV/VNAV DA	1349-¾ 384 (400-¾)			
LNAV MDA	1340-½ 375 (400-½)			1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3. 03 JUN 2010 to 01 JUL 2010

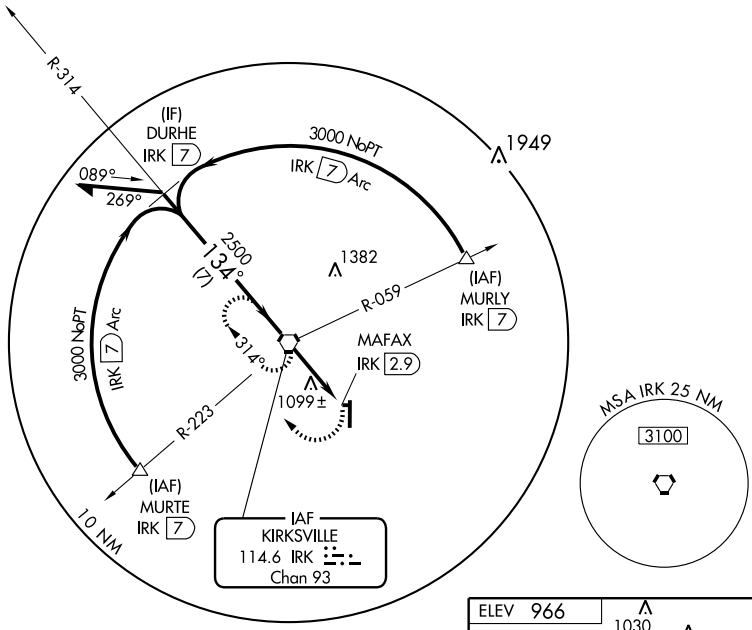
VORTAC IRK	APP CRS	Rwy ldg	N/A
114.6	134°	TDZE	N/A
Chan 93		Apt Elev	966

VOR-A
KIRKSVILLE RGNL (IRK)

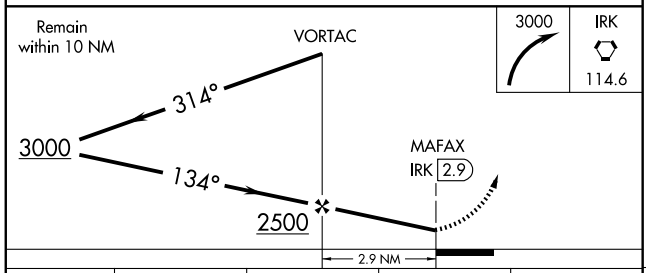
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility ¼ mile.

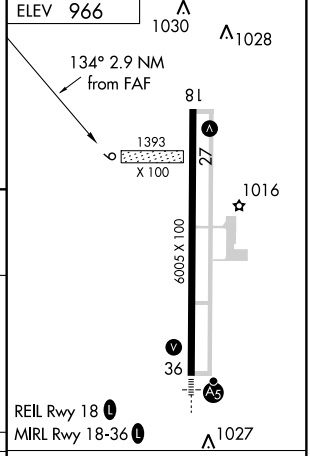
MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L



NoPT for arrivals at IRK VORTAC on airway radials 259 CW 007.





CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NC-3, 03 JUN 2010 to 01 JUL 2010

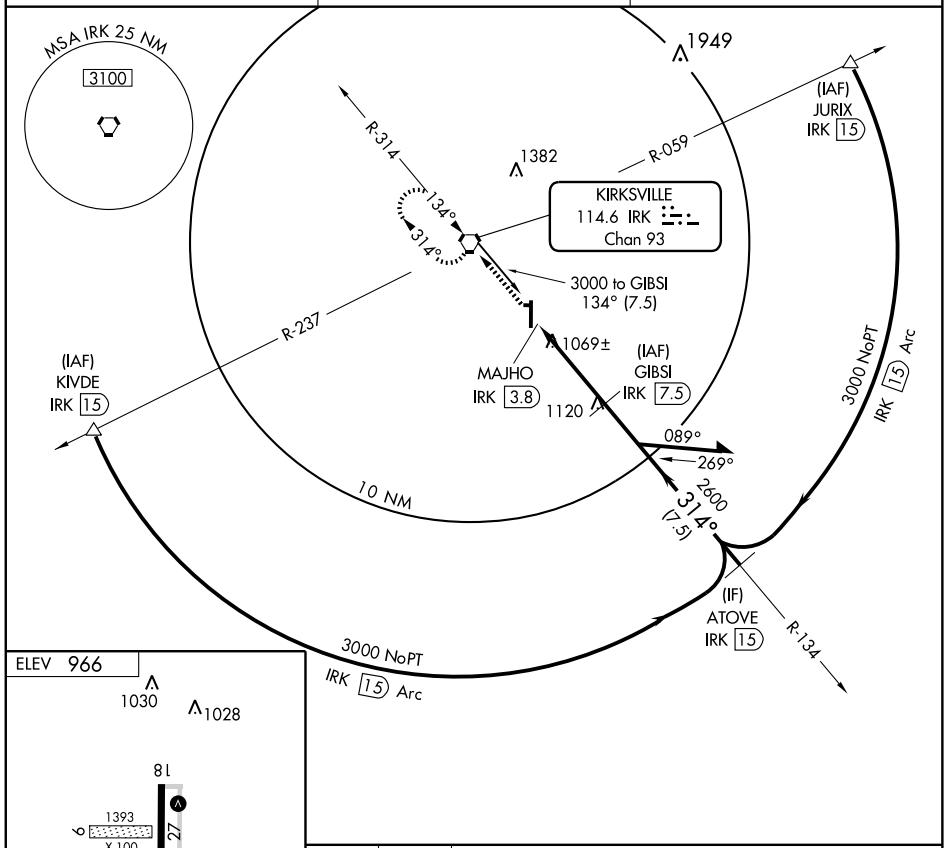
VORTAC IRK	APP CRS	Rwy ldg	N/A
114.6	314°	TDZE	N/A
Chan 93		Apt Elev	966

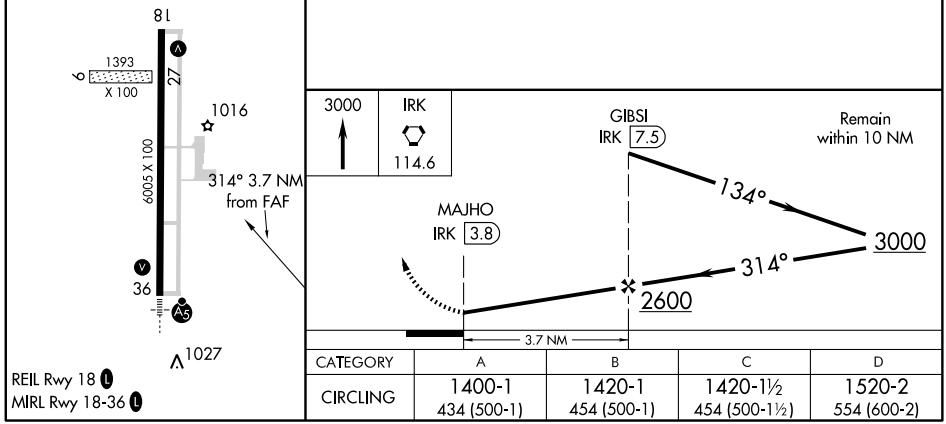
VOR/DME-B
KIRKSVILLE RGNL (IRK)

When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L

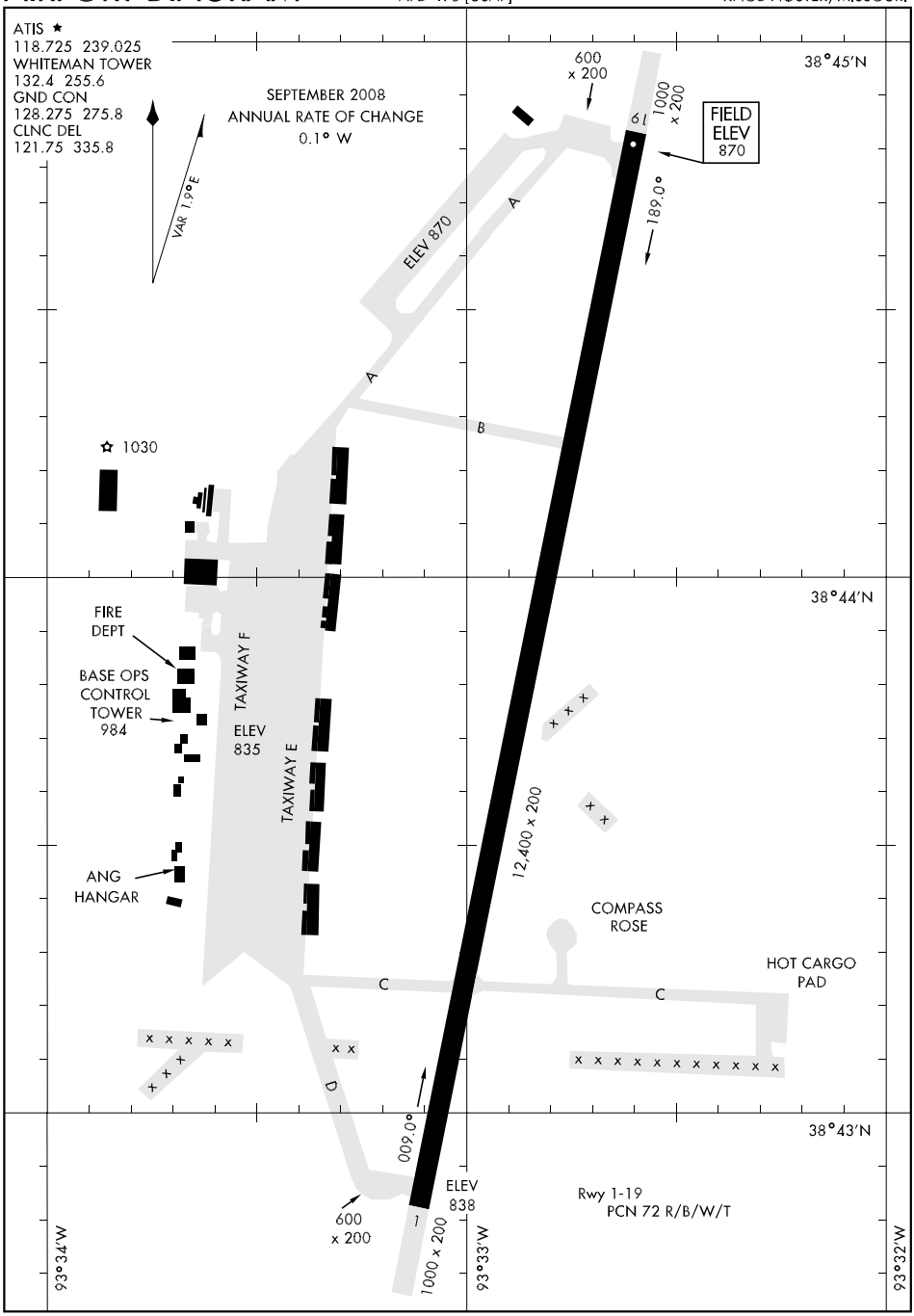




REIL Rwy 18 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010



NC-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC/DME RWY 1

LOC I-SZL	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	007°	12,400 / 837 / 870

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

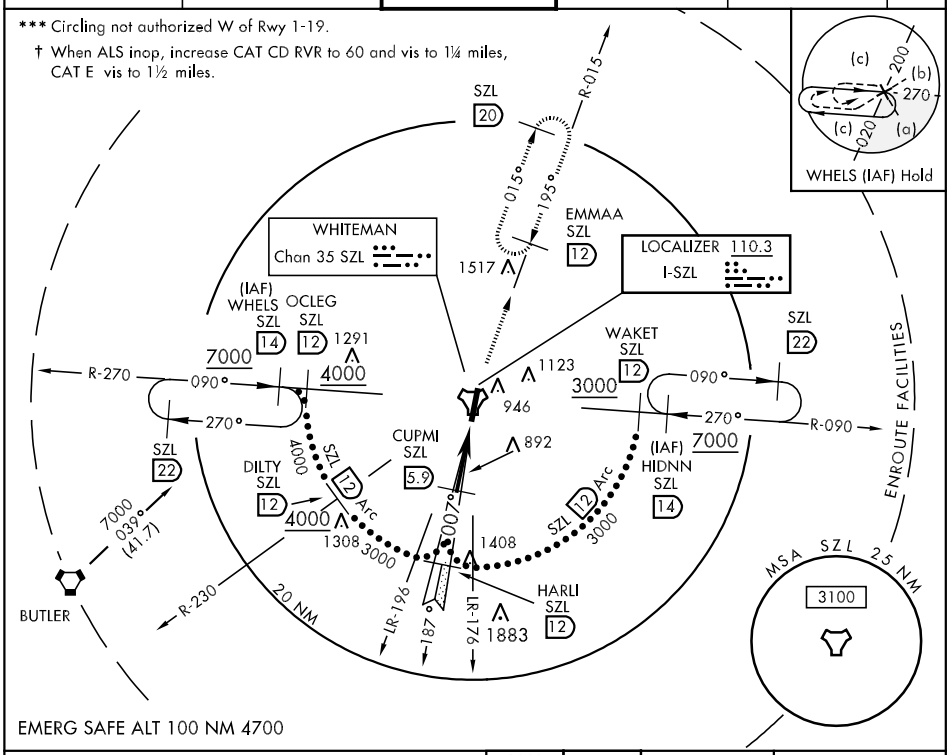
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

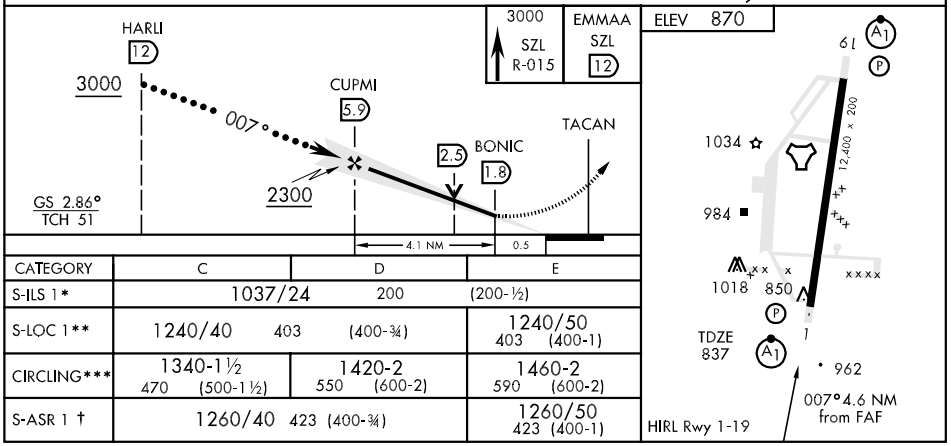
ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-ILS 1*	1037/24 200 (200-½)		
S-LOC 1**	1240/40 403 (400-¾)		1240/50 403 (400-1)
CIRCLING***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 †	1260/40 423 (400-¾)		1260/50 423 (400-1)

HI-ILS or LOC/DME RWY 19

LOC I-MXJ	APCH CRS	Rwy ldg 12,400
108.5	187°	TDZE 870
		Arpt Elev 870

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

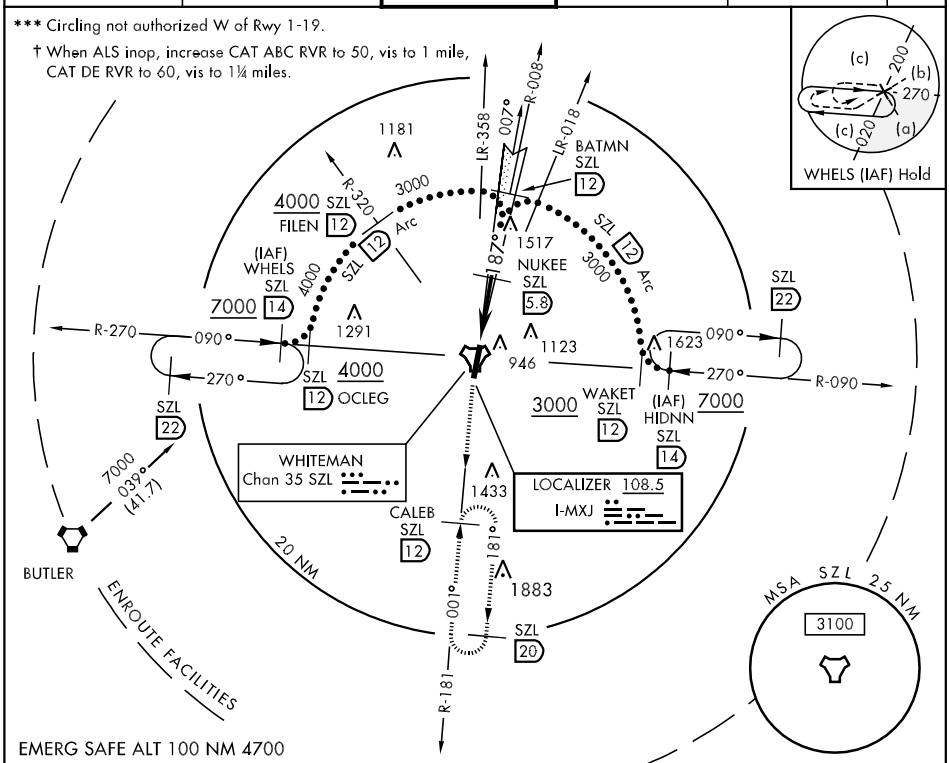
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

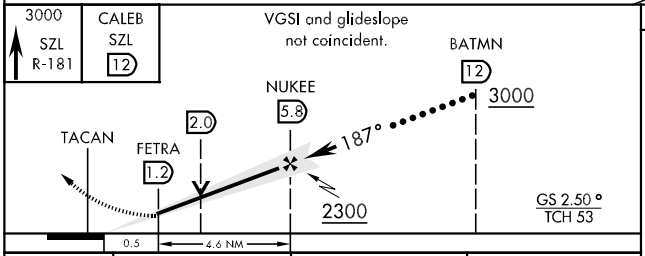
ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

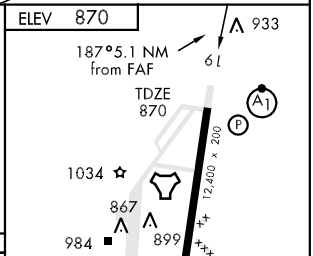
*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.



EMERG SAFE ALT 100 NM 4700





HIRL Rwy 1-19

CATEGORY	C	D	E
S-ILS 19 *	1070/24 200 (200-½)		
S-LOC 19 **	1240/40 370 (400-¾)		
CIRCLING ***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 †	1260/40 390 (400-¾)		

HI-TACAN RWY 1

TACAN SZL Chan 35	APCH CRS 001°	Rwy ldg 12,400 TDZE 837 Arpt Elev 870	JAL-496 [USAF]	WHITEMAN AFB (KSZL)

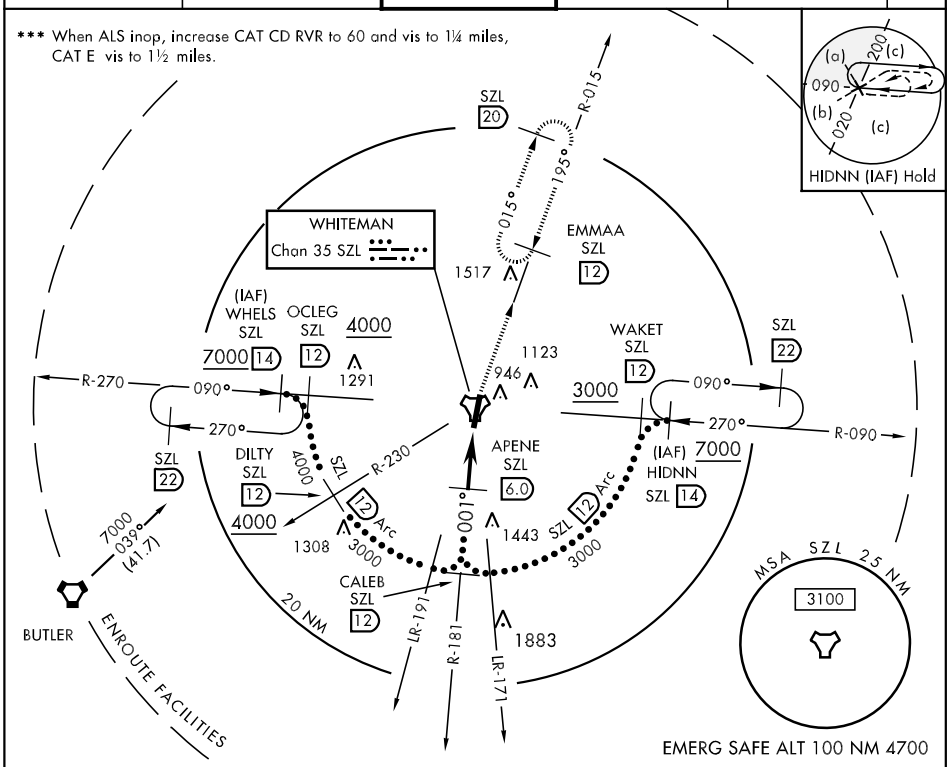
* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

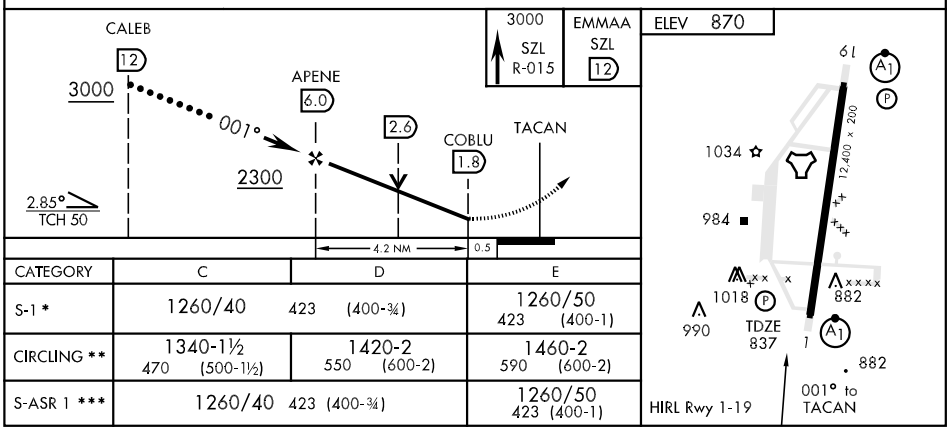
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.





CATEGORY	C	D	E
S-1 *	1260/40 423 (400-¾)		1260/50 423 (400-1)
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/40 423 (400-¾)		1260/50 423 (400-1)

NC-3, 03 JUN 2010 to 01 JUL 2010

HI-TACAN RWY 19

TACAN SZL Chan 35	APCH CRS 195°	Rwy ldg 12,400 TDZE 870 Arpt Elev 870

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

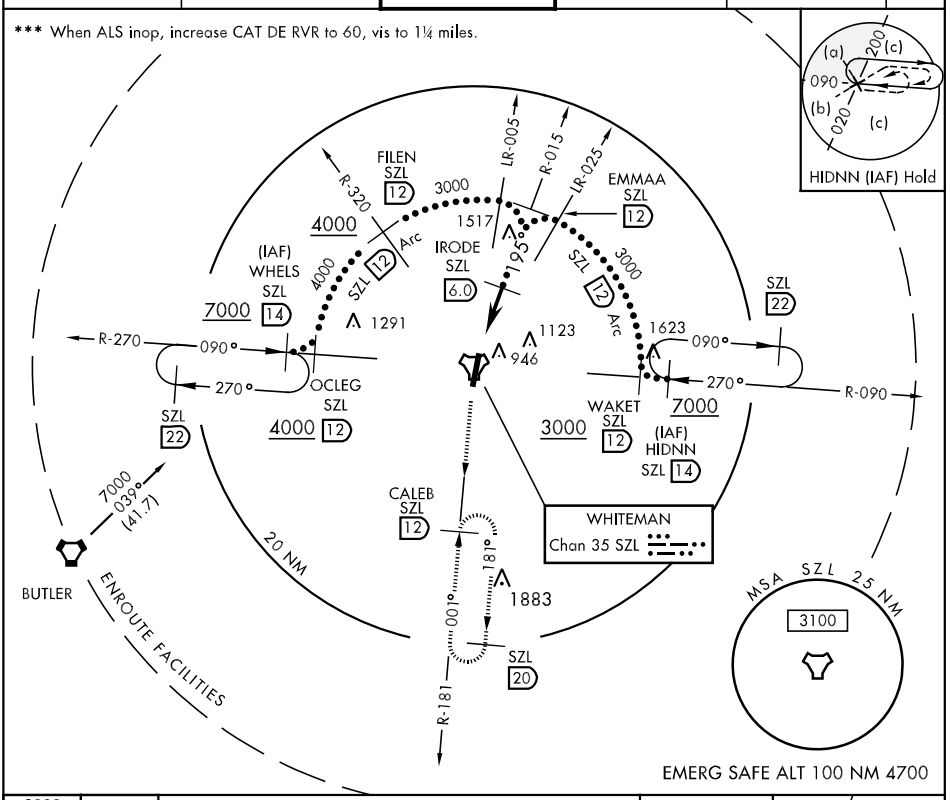
* When ALS inop, increase CAT C RVR to 50 and vis to 1 miles, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

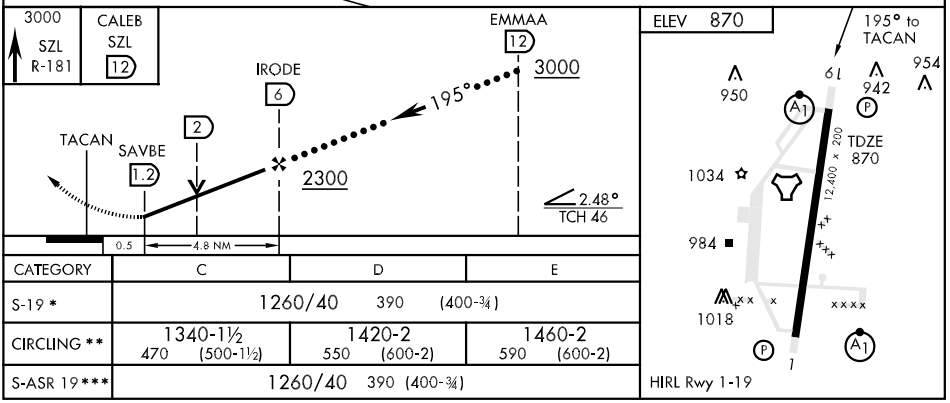
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** When ALS inop, increase CAT DE RVR to 60, vis to 1¼ miles.



EMERG SAFE ALT 100 NM 4700



CATEGORY	C	D	E
S-19 *	1260/40 390 (400-¾)		
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19***	1260/40 390 (400-¾)		

ILS or LOC/DME RWY 1

LOC I-SZL	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	007°	12,400 / 837 / 870

AL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

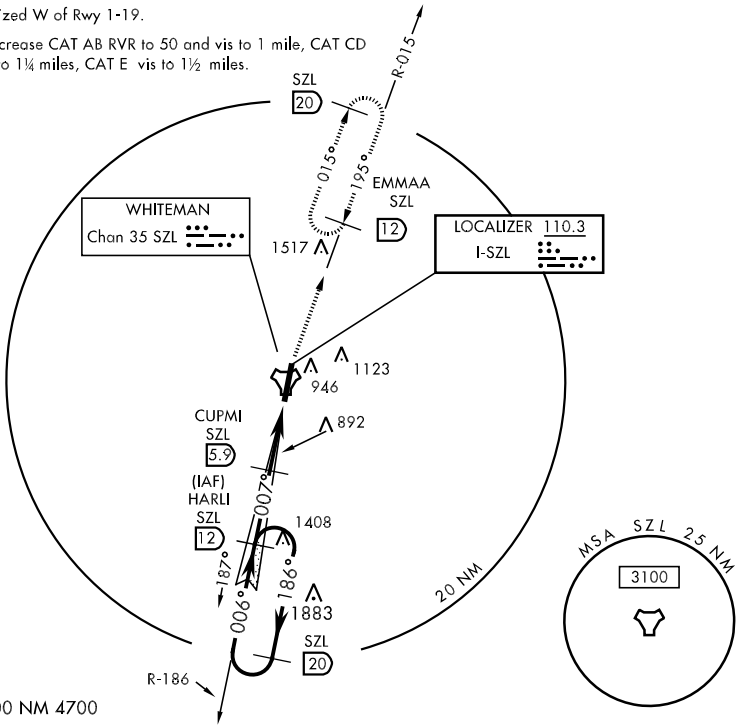
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.



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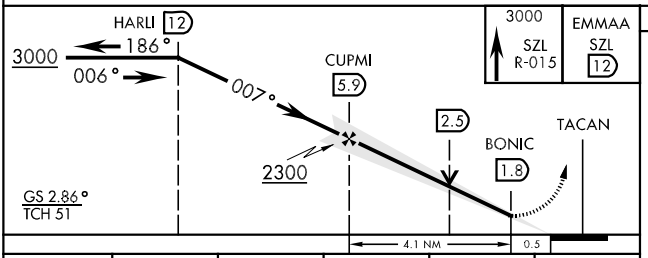
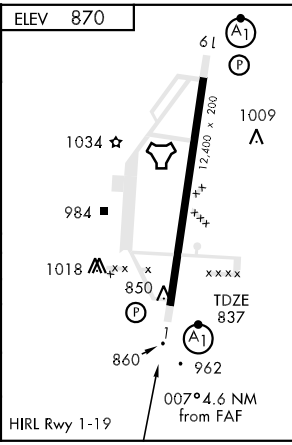




CATEGORY	A	B	C	D	E
S-ILS 1*	1037/24 200 (200-½)				
S-LOC 1**	1240/24 403 (400-½)		1240/40 403 (400-¾)		1240/50 403 (400-1)
CIRCLING***	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 †	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)

ILS or LOC/DME RWY 19

LOC I-MXJ	APCH CRS	Rwy ldg 12,400 TDZE 870 Arpt Elev 870
108.5	187°	

AL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

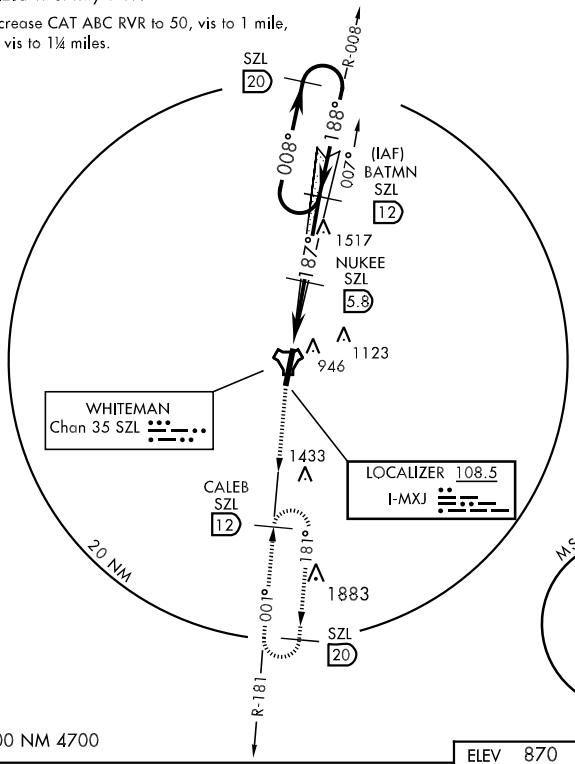
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.

† When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.



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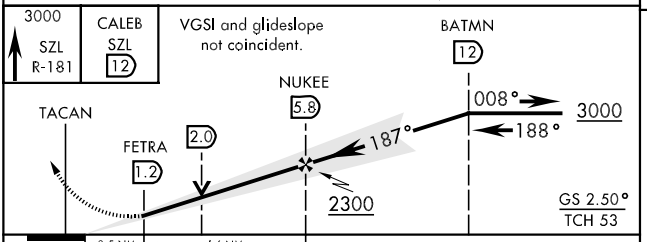
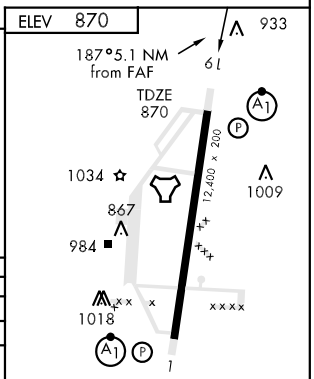




HIRL Rwy 1-19

CATEGORY	A	B	C	D	E
S-ILS 19 *	1070/24		200	(200-½)	
S-LOC 19 **	1240/24 370 (400-½)		1240/40 370 (400-¾)		
CIRCLING ***	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 †	1260/24 390 (400-½)		1260/40 390 (400-¾)		

RNAV (GPS) RWY 1

WHITEMAN AFB (KSZL)

APCH CRS	Rwy ldg	12,400
007°	TDZE	837
	Arpt Elev	870

AL-496 [USAF]

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

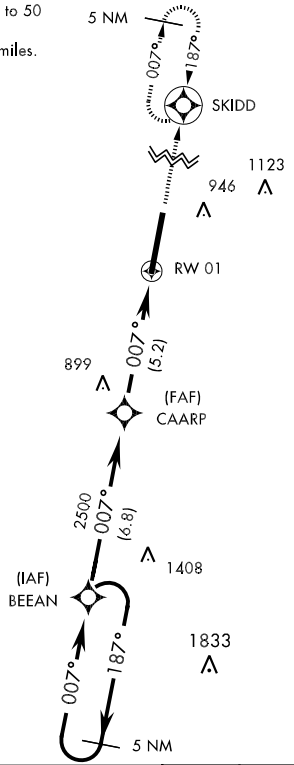
ALSF-1

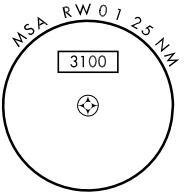
MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

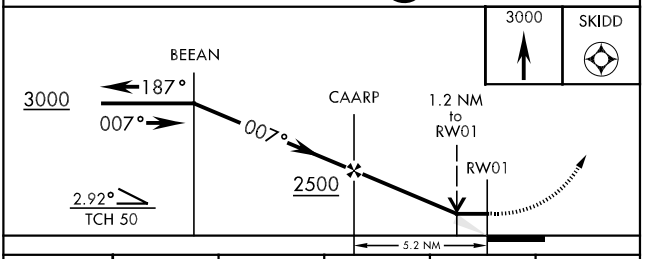
*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

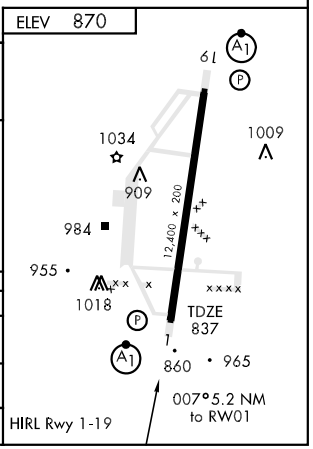
DME/DME RNP 0.3 N/A.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	12,400
187°	TDZE	870
	Arpt Elev	870

AL-496[USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

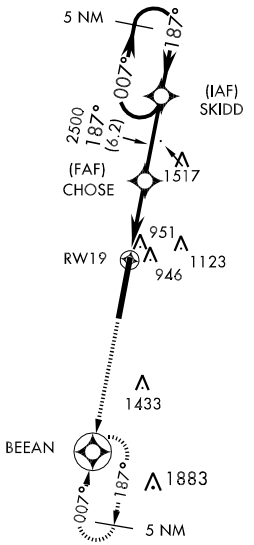
ALSF-1

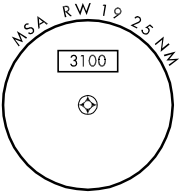
MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

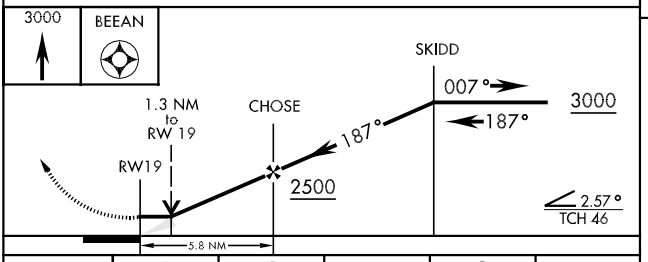
*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.

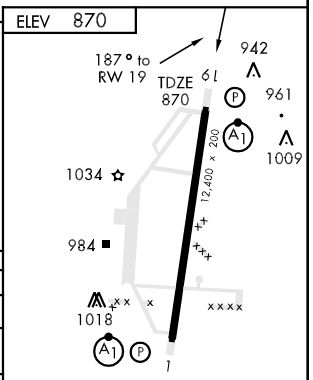
DME/DME RNP 0.3 N/A.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 390 (400-½)		1260/40 390 (400-¾)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19 ***	1260/24 390 (400-½)		1260/40 390 (400-¾)		

HIRL Rwy 1-19

TACAN RWY 1

TACAN SZL Chan 35	APCH CRS 001°	Rwy ldg 12,400 TDZE 837 Arpt Elev 870	AL-496 [USAF]	WHITEMAN AFB (KSZL)

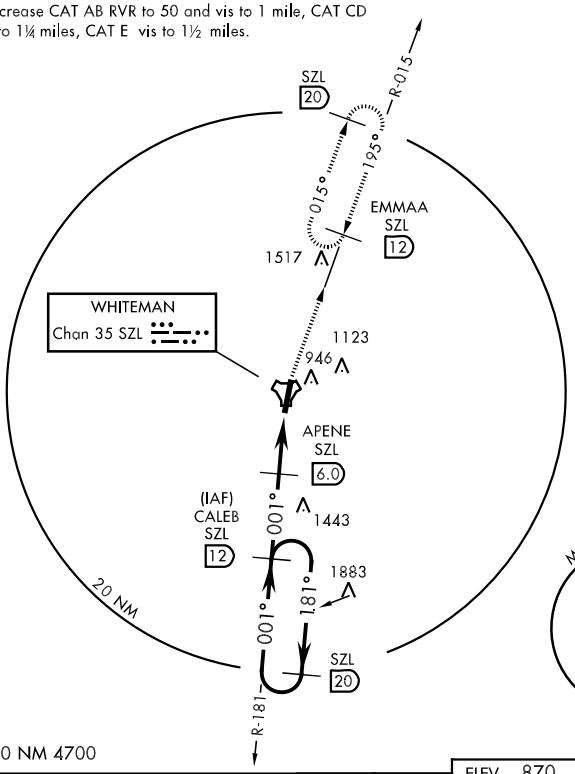
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1-19.

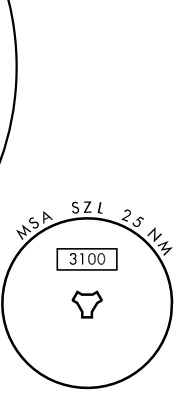
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

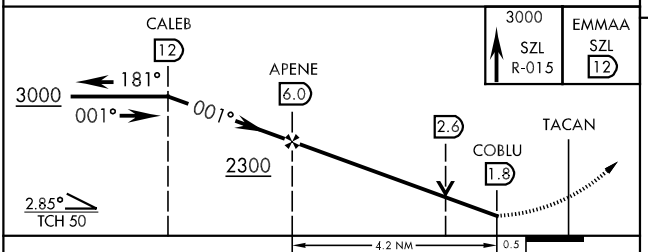
ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

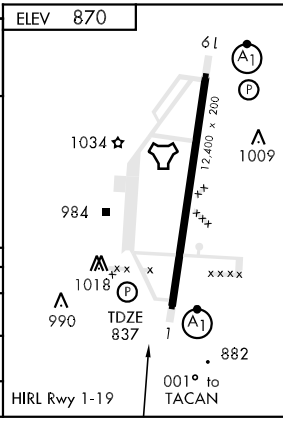
*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-1 *	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 1 ***	1260/24 423 (400-½)		1260/40 423 (400-¾)		1260/50 423 (400-1)

TACAN RWY 19

TACAN SZL Chan 35	APCH CRS 195°	Rwy ldg 12,400 TDZE 870 Arpt Elev 870	AL-496 [USAF]	WHITEMAN AFB (KSZL)

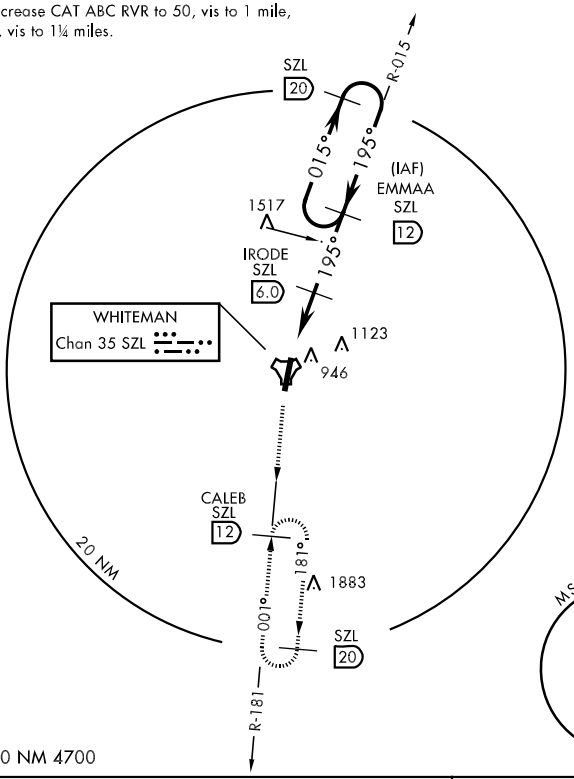
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

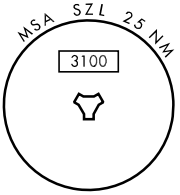
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

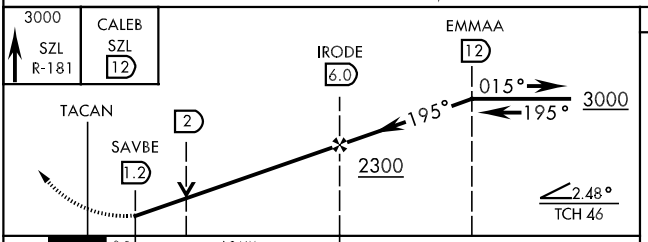
ATIS *	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

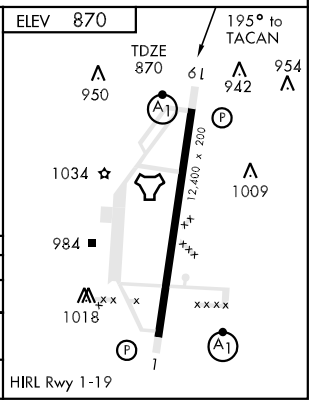
*** When ALS inop, increase CAT ABC RVR to 50, vis to 1 mile, CAT DE RVR to 60, vis to 1¼ miles.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-19 *	1260/24 390 (400-½)		1260/40 390 (400-¾)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)
S-ASR 19***	1260/24 390 (400-½)		1260/40 390 (400-¾)		

NC-3, 03 JUN 2010 to 01 JUL 2010

NDB LLU	APP CRS	Rwy ldg	2902
356	036°	TDZE	1008
		Apt Elev	1009

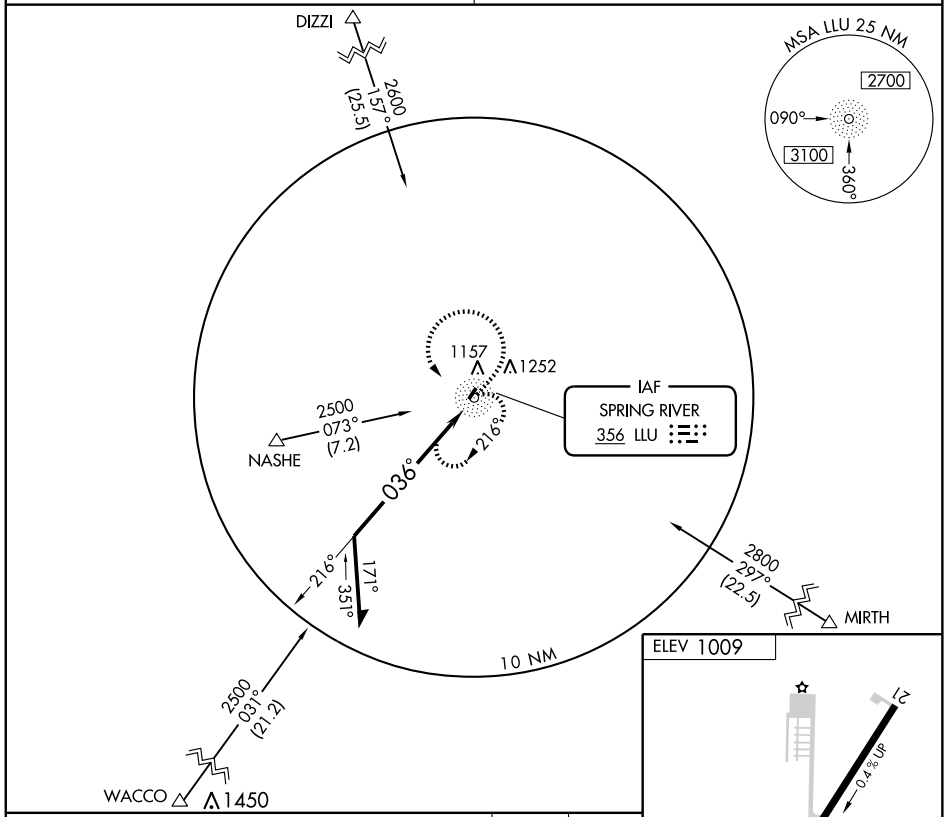
NDB RWY 3
LAMAR MUNI (LLU)

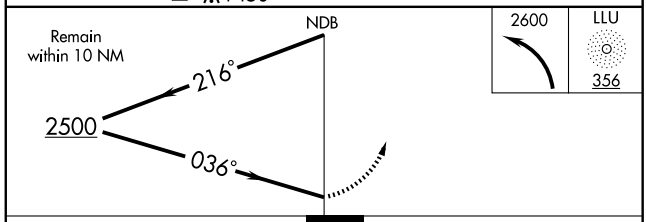
NA

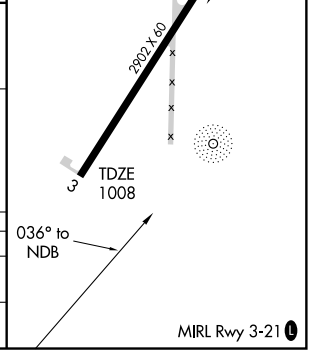
Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA. Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climbing left turn to 2600 in LLU NDB holding pattern.

KANSAS CITY CENTER	CTAF
128.6 282.325	122.9 L







CATEGORY	A	B	C	D
S-3	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA
CIRCLING	1640-1 631 (700-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA

APP CRS	Rwy ldg	2902
028°	TDZE	1008
	Apt Elev	1009

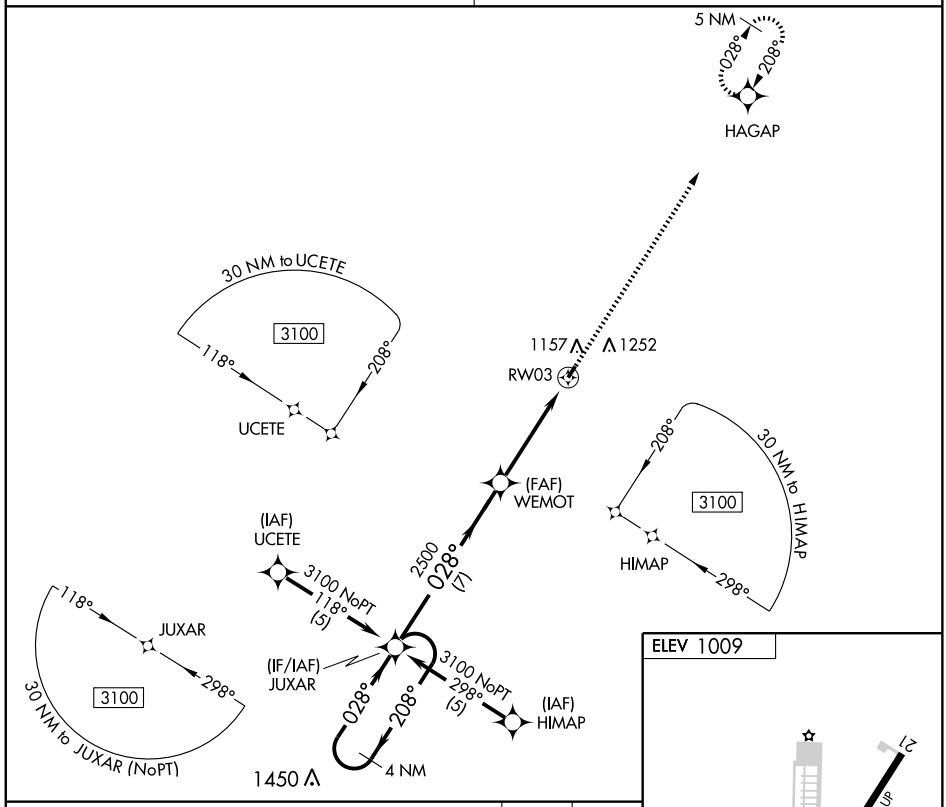
RNAV (GPS) RWY 3
LAMAR MUNI (LLU)

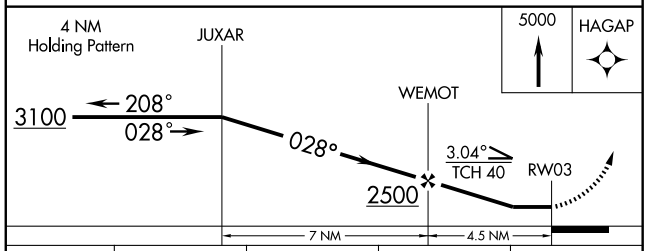
Circling to Rwy 21 NA at night. DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

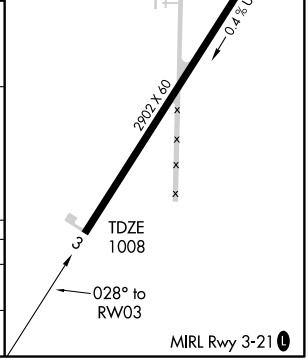
NA

MISSED APPROACH: Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.

KANSAS CITY CENTER	CTAF
128.6 282.325	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 512 (600-1)		1520-1½ 512 (600-1½)	NA
CIRCLING	1520-1 511 (600-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	5000
179°	TDZE	1316
	Apt Elev	1321

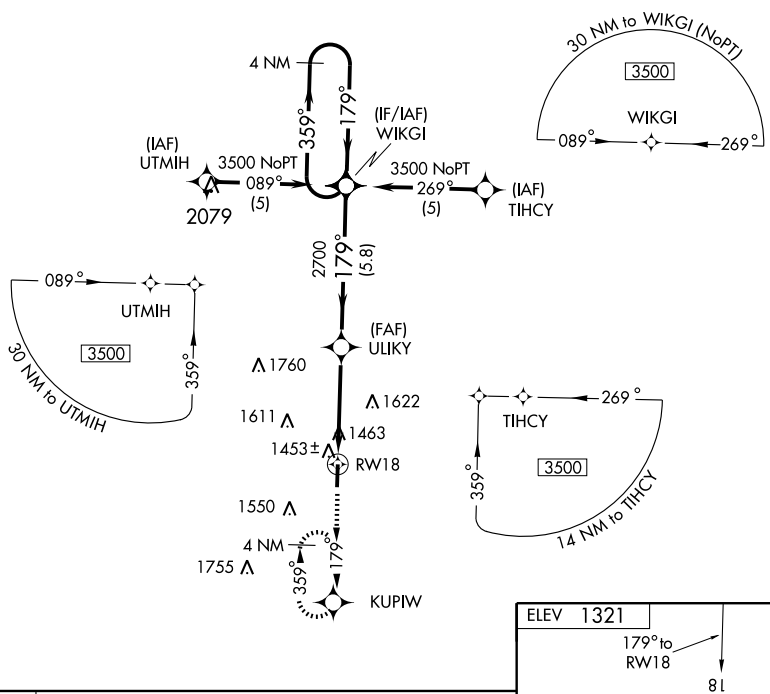
RNAV (GPS) RWY 18

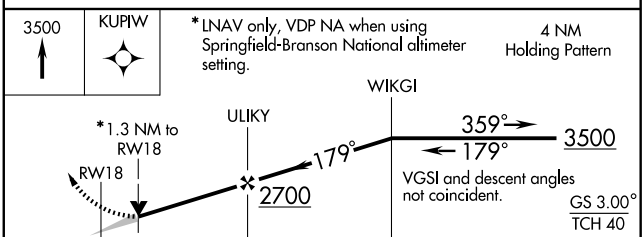
LEBANON/FLOYD W. JONES LEBANON (LBO)

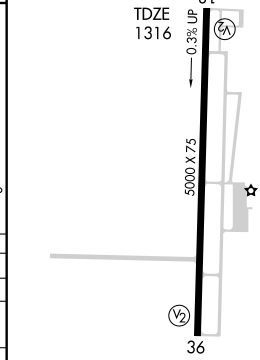
When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
NA Baro-VNAV NA when using Springfield-Branson National altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1937-2¼ 621 (700-2¼)			
LNAV MDA	1760-1 444 (500-1)		1760-1¼ 444 (500-1¼)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)

REIL Rwy 36 L
MIRL Rwy 18-36 L

APP CRS	Rwy ldg	5000
359°	TDZE	1321
	Apt Elev	1321

RNAV (GPS) RWY 36

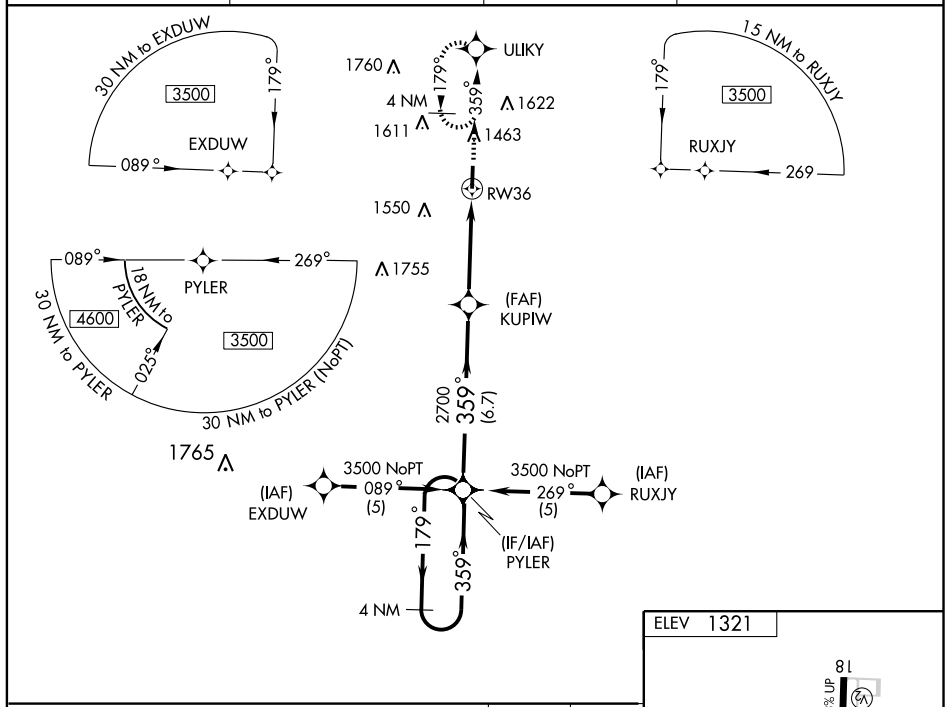
LEBANON/FLOYD W. JONES LEBANON (LBO)

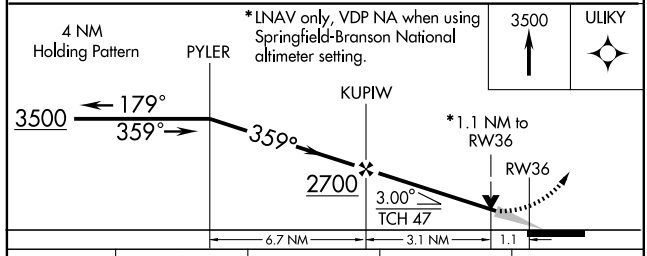
When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.

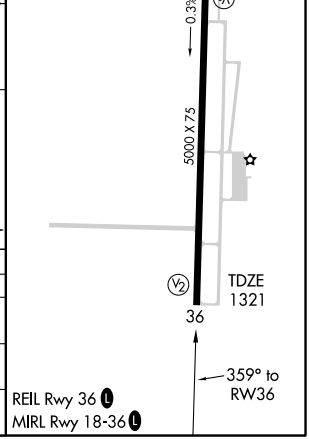
NA Baro-VNAV NA when using Springfield-Branson National altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ULIKY and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1680-1¼ 359 (400-1¼)			
LNAV MDA	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)

NC-3. 03 JUN 2010 to 01 JUL 2010

SDF LBO 109.1 Chan 28	APP CRS 359°	Rwy ldg 5000 TDZE 1321 Apt Elev 1321

SDF RWY 36

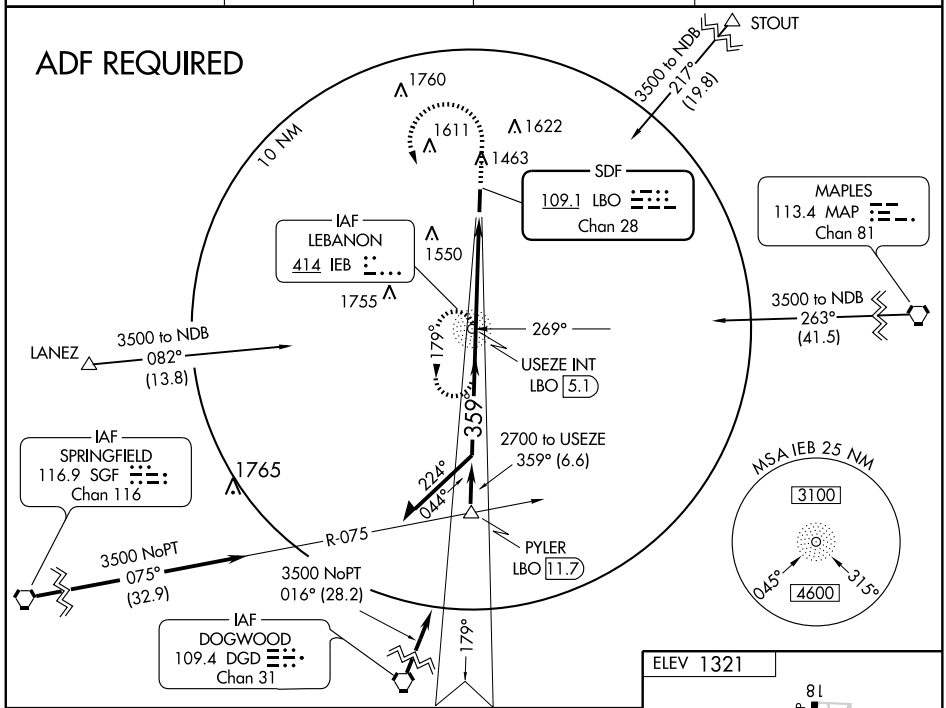
LEBANON/FLOYD W. JONES LEBANON (LBO)

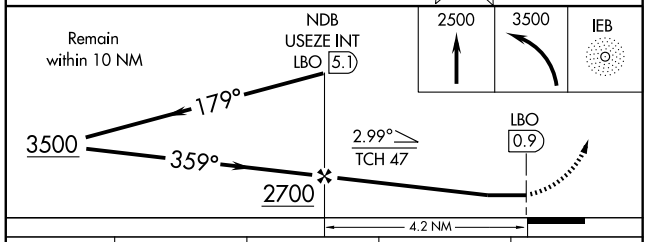
When local altimeter setting not received, use Springfield-Branson National altimeter setting.

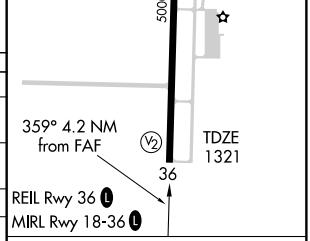
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)
SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS				
S-36	1800-1 479 (500-1)		1800-1¼ 479 (500-1¼)	1800-1½ 479 (500-1½)
CIRCLING	1920-1 599 (600-1)		1960-1¾ 639 (700-1¾)	2120-2½ 799 (800-2½)

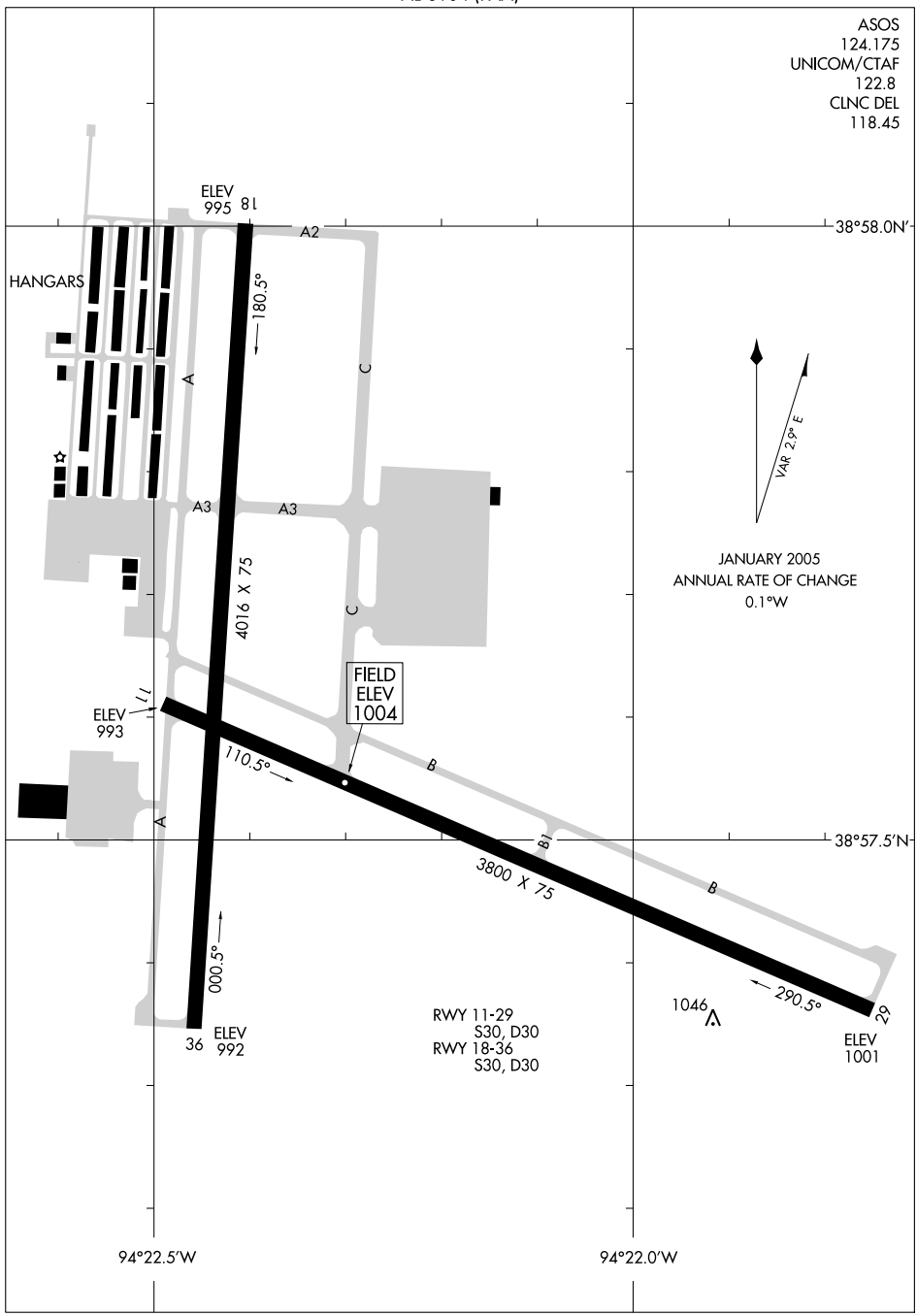
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-6104 (FAA)

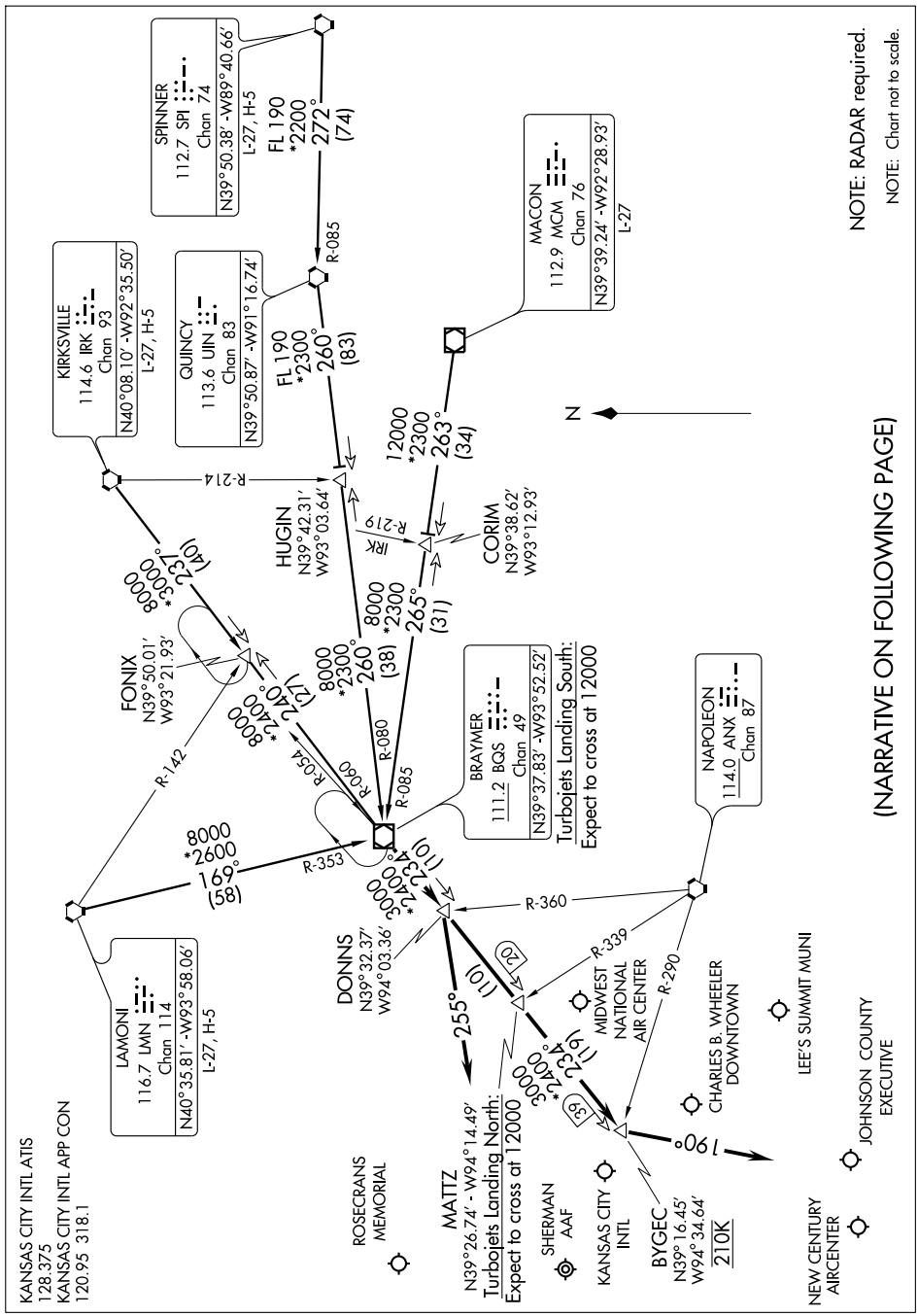
LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI



BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

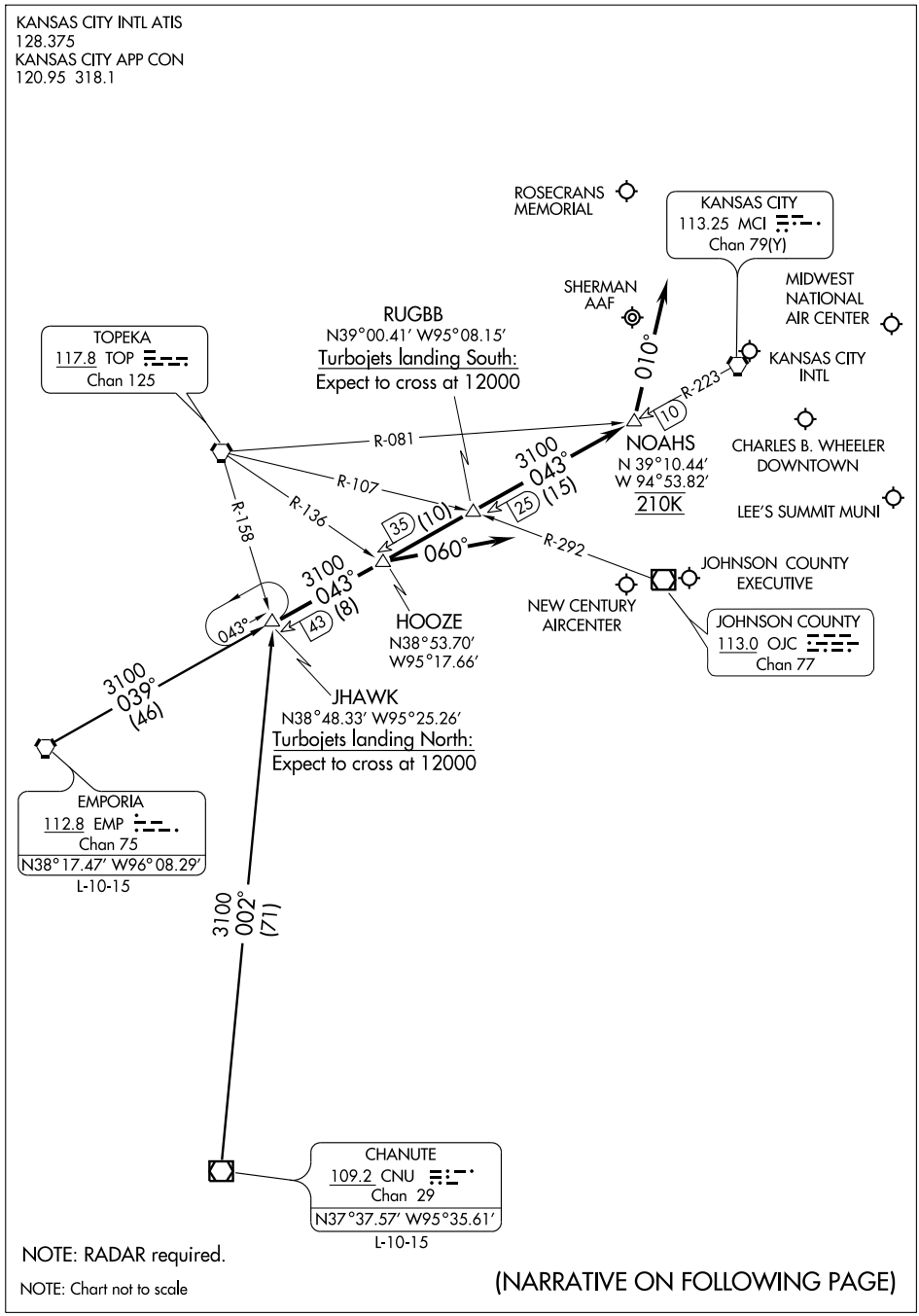
. . . . Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

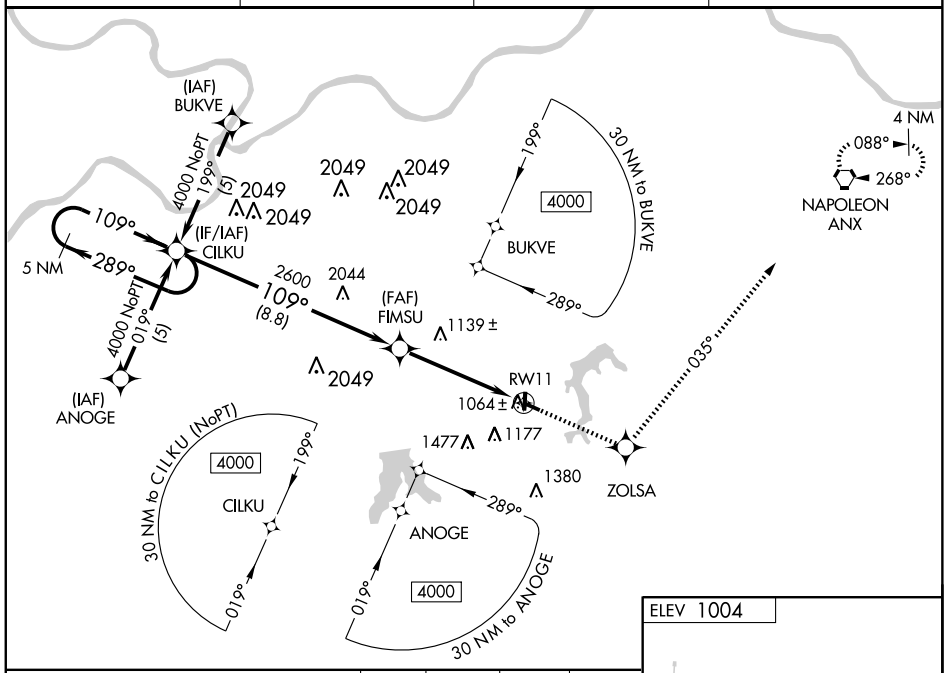
WAAS CH 99405 W11A	APP CRS 109°	Rwy ldg 3800 TDZE 1004 Apt Elev 1004

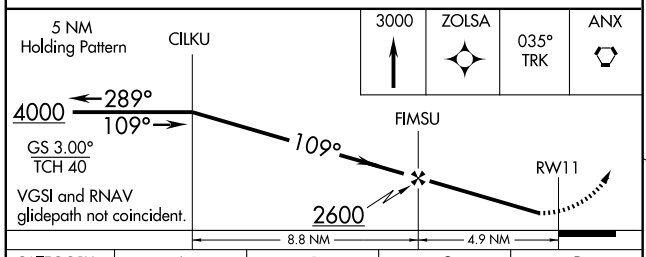
RNAV (GPS) RWY 11
LEE'S SUMMIT MUNI (LXT)

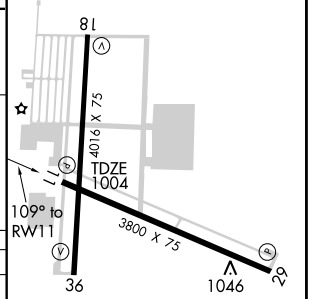
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZOLSA and via 035° track ANX VORTAC and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			NA
LNAV/VNAV DA	1334-1¼ 330 (400-1¼)			NA
LNAV MDA	1400-1 396 (400-1)			NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

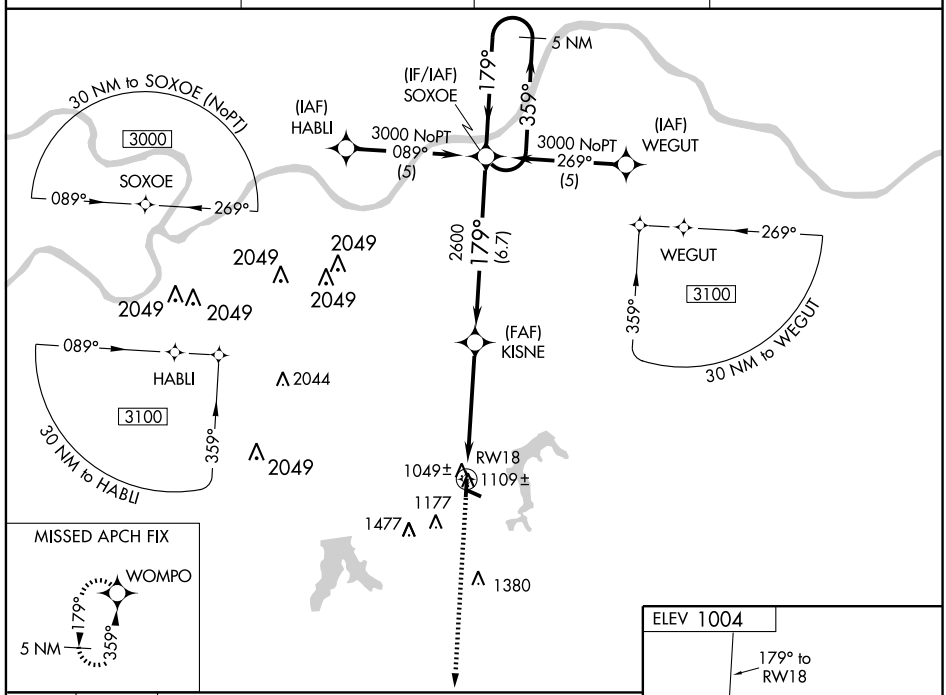
WAAS CH 82204 W18A	APP CRS 179°	Rwy ldg 4016 TDZE 998 Apt Elev 1004

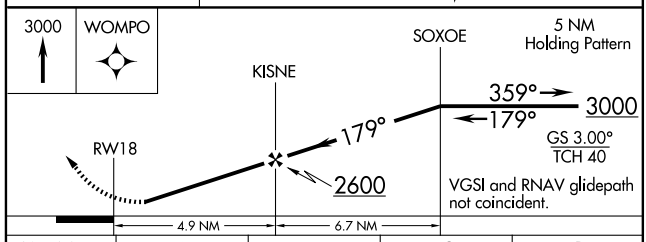
RNAV (GPS) RWY 18
LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

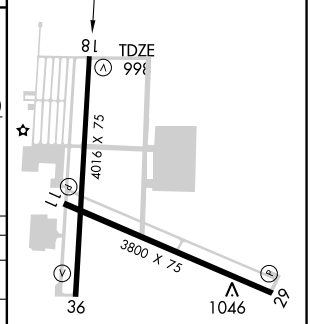
MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1248-1 250 (300-1)			NA
LNAV/VNAV DA	1378-1¼ 380 (400-1¼)			NA
LNAV MDA	1360-1 362 (400-1)			NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA



REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

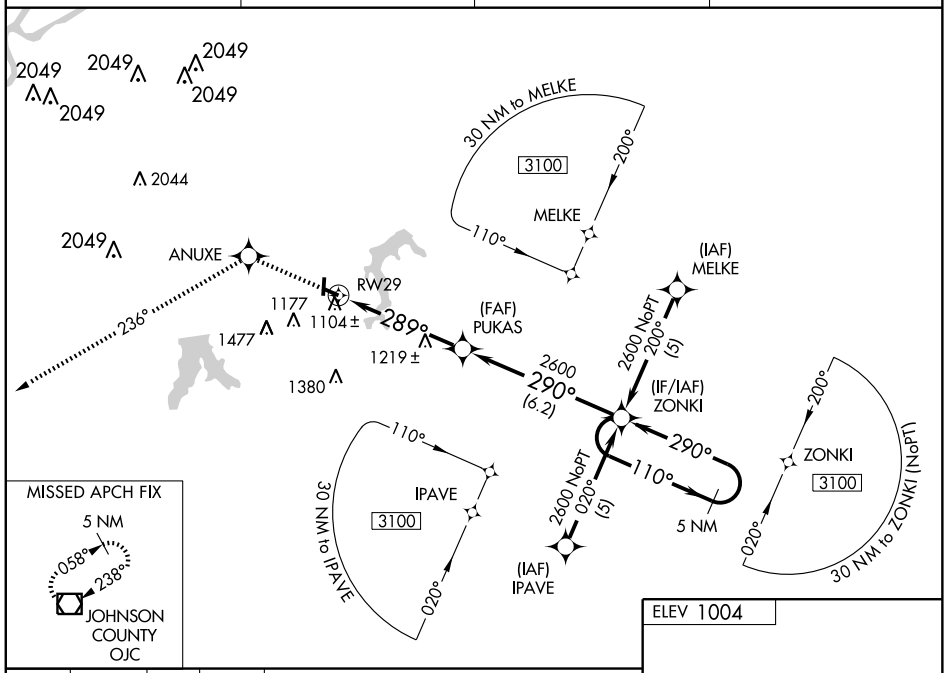
WAAS CH 48905 W29A	APP CRS 289°	Rwy ldg 3800 TDZE 1004 Apt Elev 1004

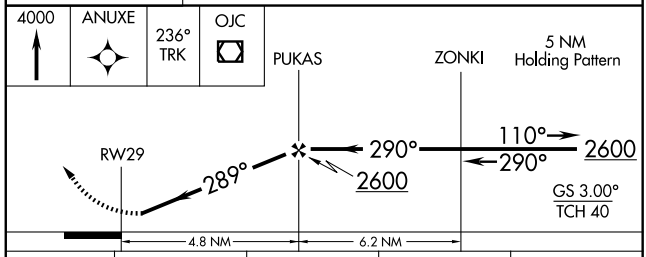
RNAV (GPS) RWY 29
LEE'S SUMMIT MUNI (LXT)

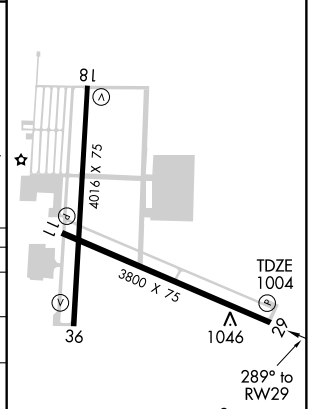
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			NA
LNAV/VNAV DA	1374-1¼ 370 (400-1¼)			NA
LNAV MDA	1480-1 476 (500-1)		1480-1¼ 476 (500-1¼)	NA
CIRCLING	1480-1 476 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3. 03 JUN 2010 to 01 JUL 2010

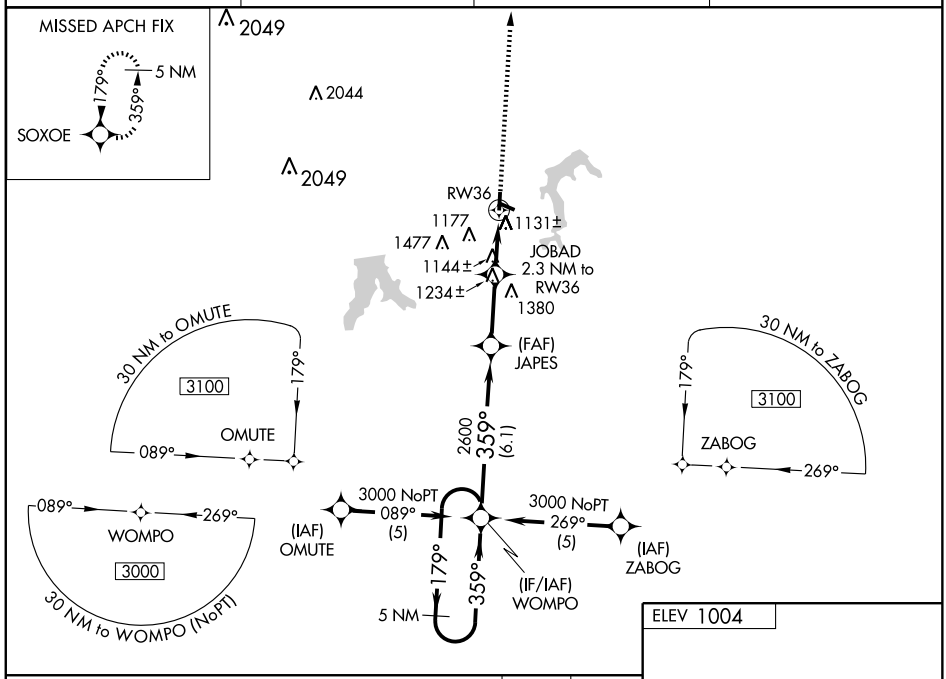
WAAS CH 48805 W36A	APP CRS 359°	Rwy ldg 4016 TDZE 998 Apt Elev 1004

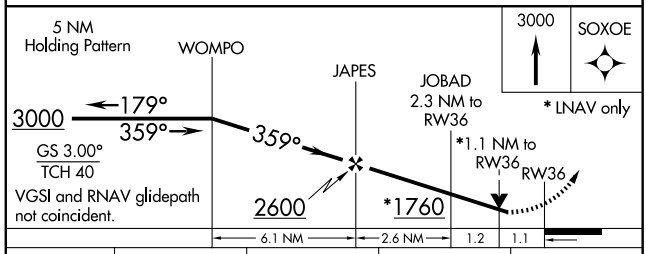
RNAV (GPS) RWY 36
LEE'S SUMMIT MUNI (LXT)

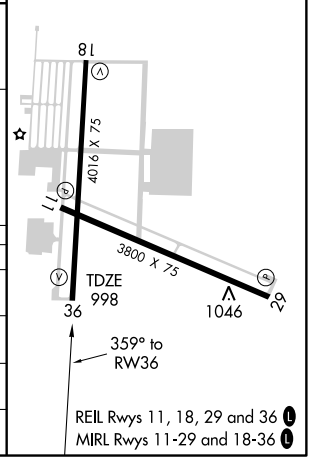
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles. B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







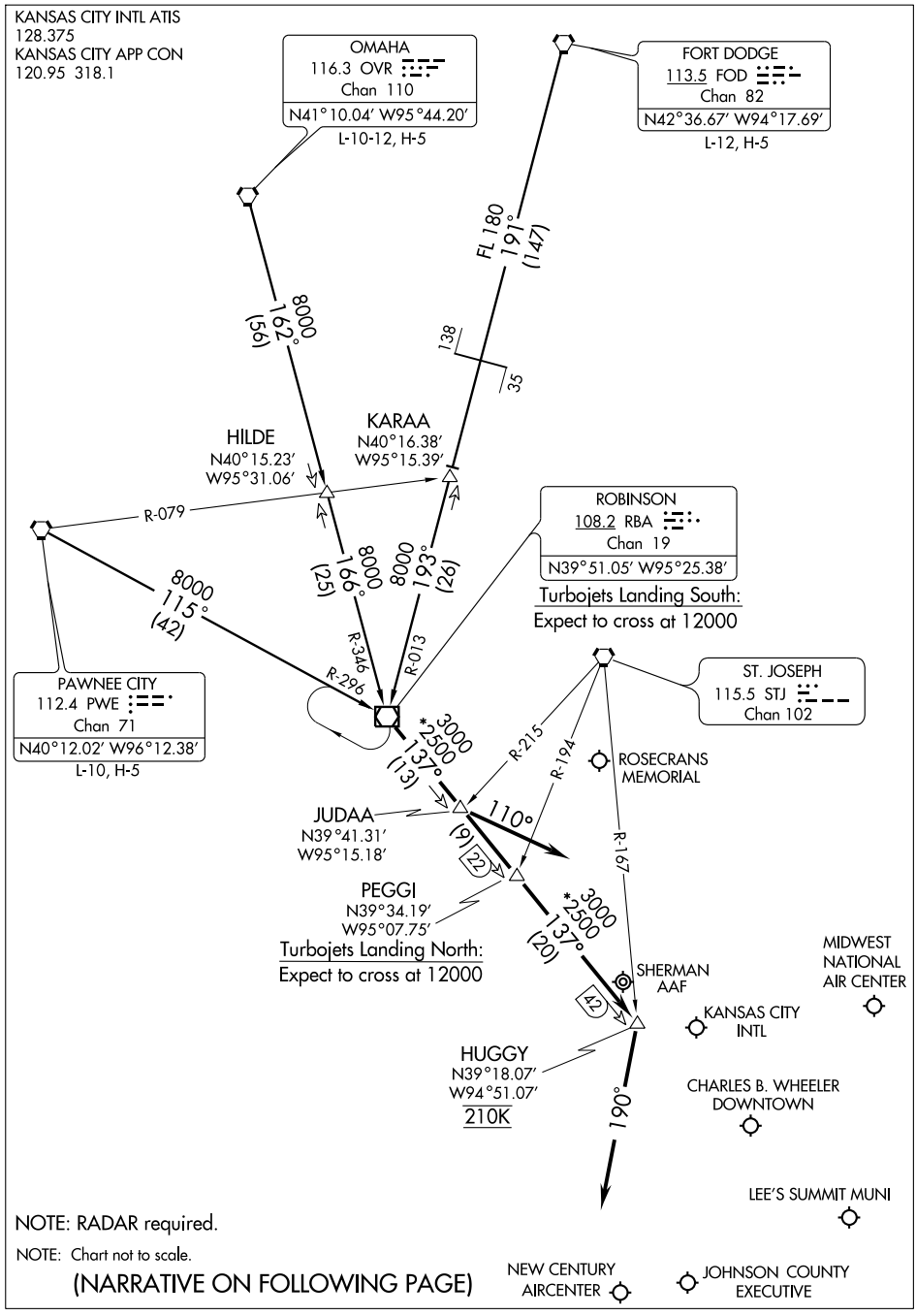
CATEGORY		A	B	C	D
LPV	DA	1331-1¼ 333 (400-1¼)			NA
LNAV/VNAV	DA	1530-2 532 (600-2)			NA
LNAV MDA		1420-1 422 (500-1)		1420-1¼ 422 (500-1¼)	NA
CIRCLING		1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

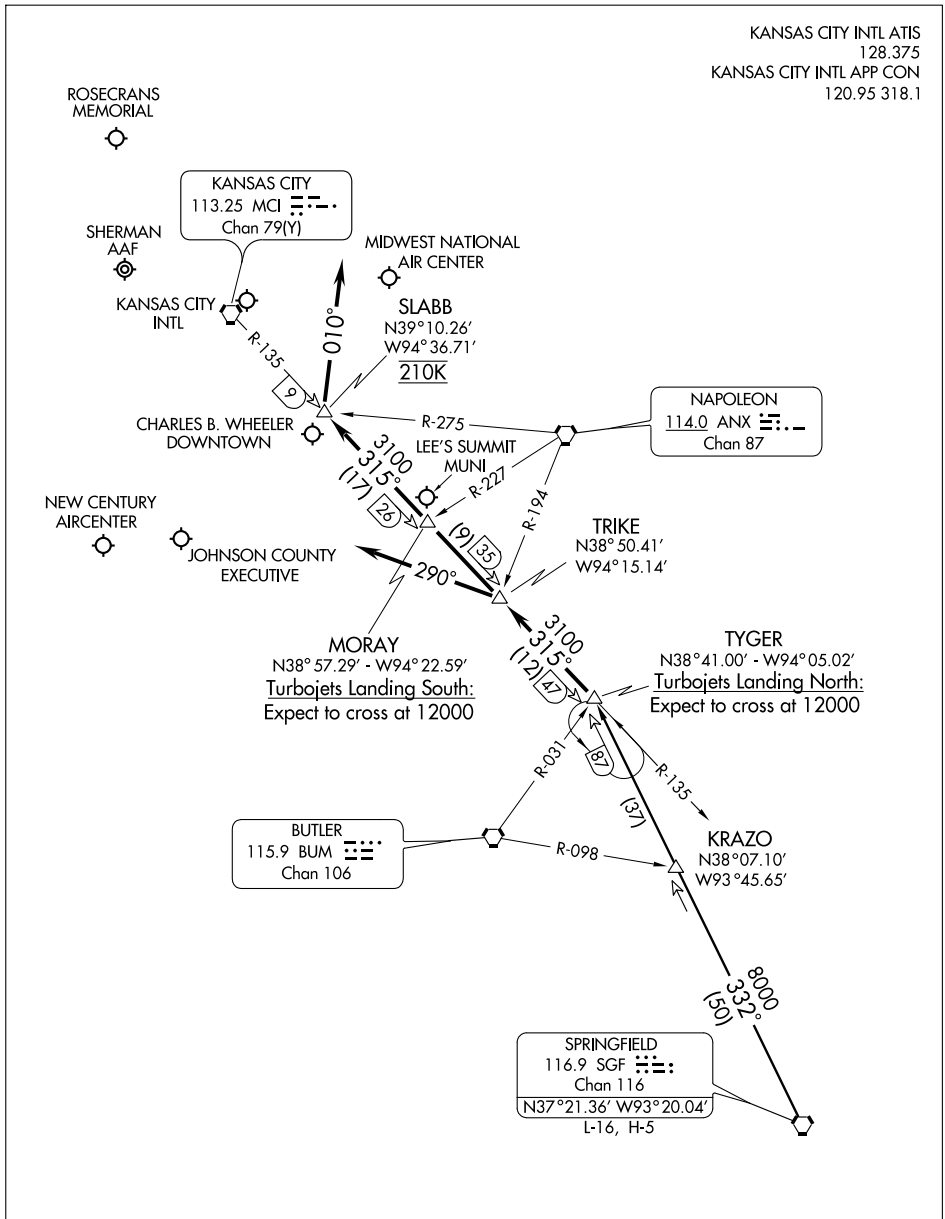
. . . . Expect radar vector to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC ANX	APP CRS	Rwy ldg	N/A
114.0	229°	TDZE	N/A
Chan 87		Apt Elev	1004

VOR/DME-A

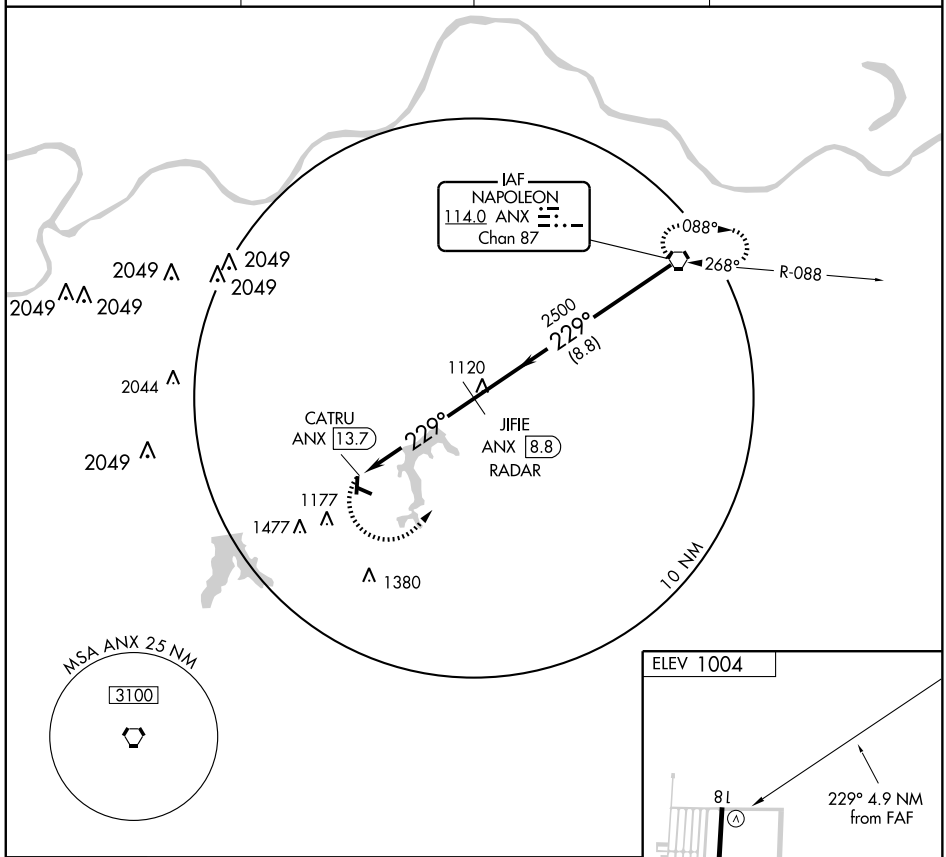
LEE'S SUMMIT MUNI (LXT)

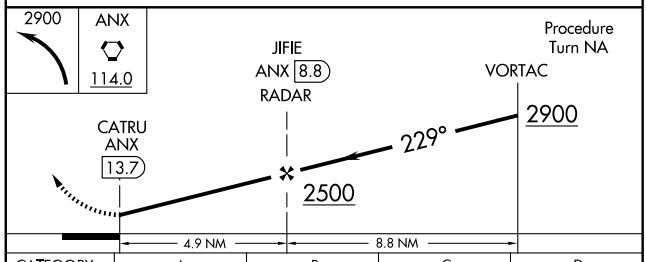
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.

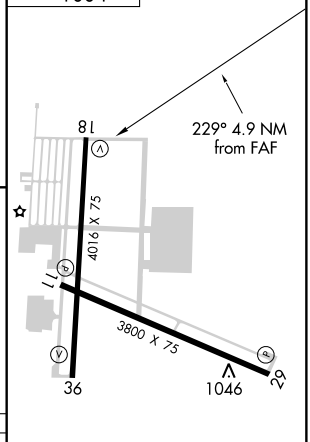
NA

MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29, and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME or GPS RWY 22

LEXINGTON MUNI (4K3)

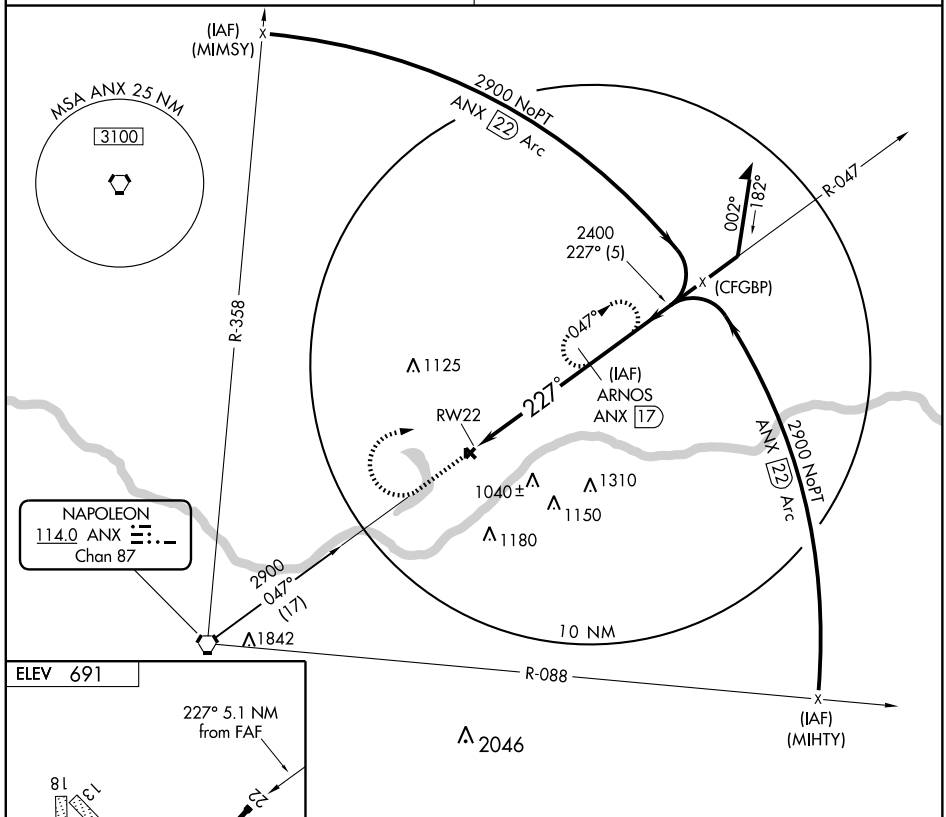
VORTAC ANX	APP CRS	Rwy ldg	2925
114.0	227°	TDZE	691
Chan 87		Apt Elev	691

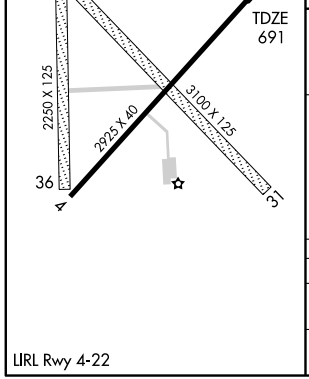
Use Charles B. Wheeler Downtown altimeter setting.

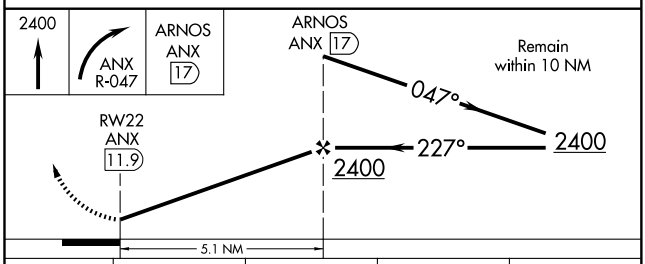
NA

MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.7 (CTAF)







CATEGORY	A	B	C	D
S-22	1200-1	509 (600-1)	1200-1½ 509 (600-1½)	NA
CIRCLING	1240-1	549 (600-1)	1240-1½ 549 (600-1½)	NA

LIRL Rwy 4-22

NC-3, 03 JUN 2010 to 01 JUL 2010

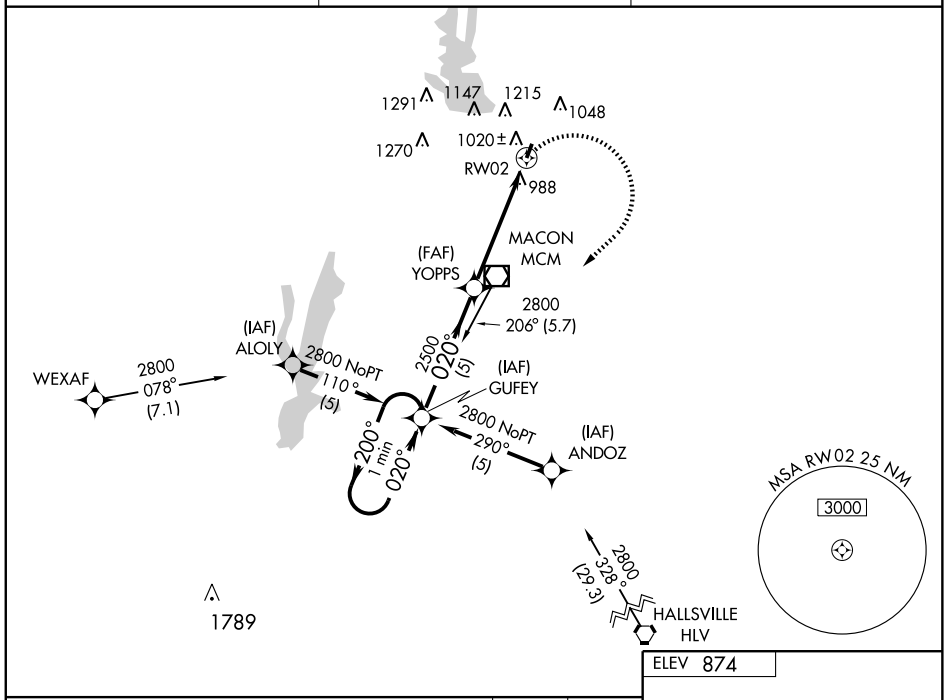
APP CRS	Rwy ldg	3300
020°	TDZE	874
	Apt Elev	874

GPS RWY 2
MACON-FOWER MEMORIAL (K89)

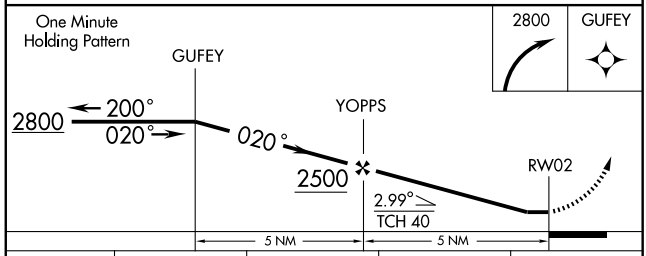
Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.
NA

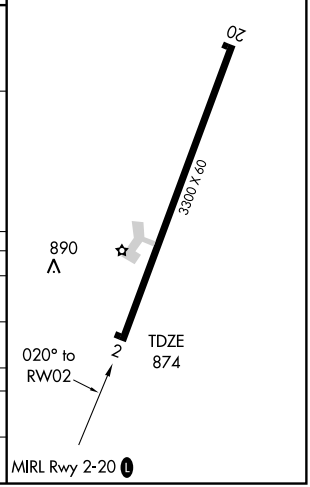
MISSED APPROACH: Climbing right turn to 2800 direct GUFEY WP and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L



ELEV 874





CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2¼ 826 (900-2¼)	NA

VOR/DME MCM 112.9 Chan 76	APP CRS 189°	Rwy ldg 3300 TDZE 874 Apt Elev 874

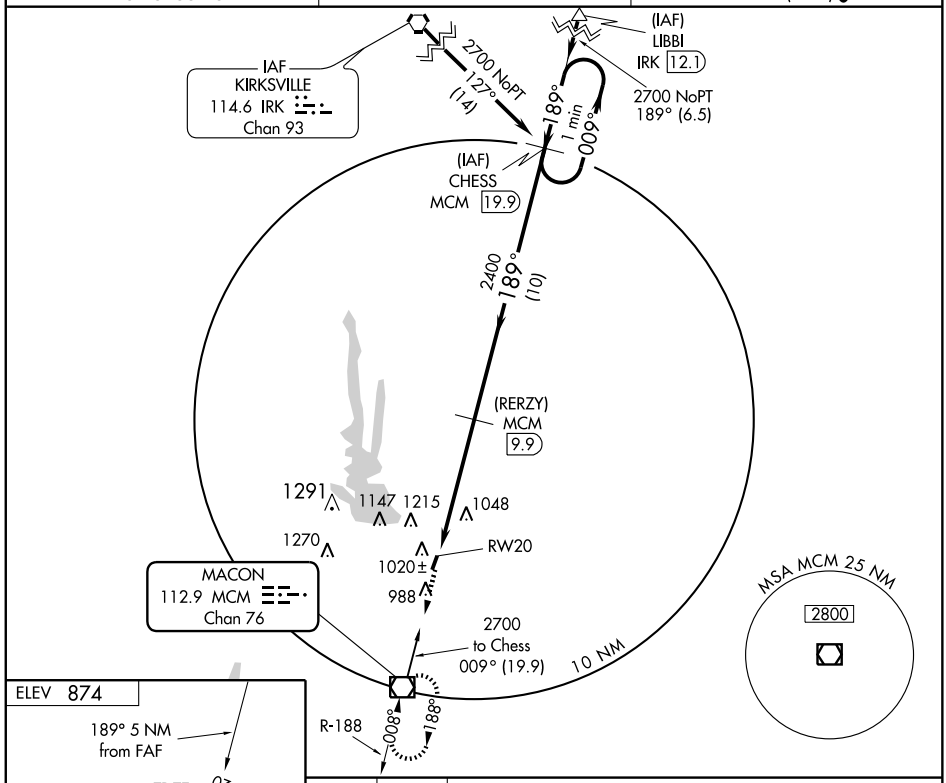
VOR/DME or GPS RWY 20

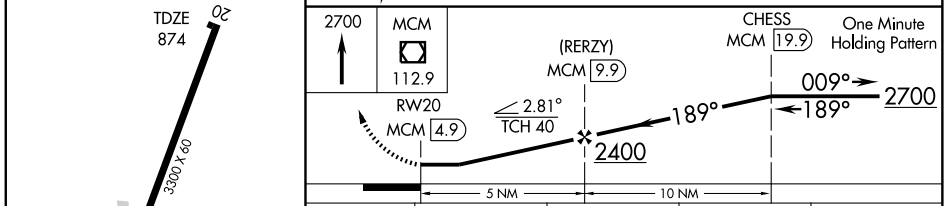
MACON-FOWER MEMORIAL (K89)

NA Obtain Moberly altimeter setting CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climb to 2700 direct to MCM VOR/DME and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-20	1560-1 686 (700-1)		1560-2 686 (700-2)	NA
CIRCLING	1560-1 686 (700-1)	1620-1¼ 786 (800-1¼)	1620-2¼ 746 (800-2¼)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-20	1660-1 786 (800-1)	1660-1¼ 786 (800-1¼)	1660-2¼ 786 (800-2¼)	NA
CIRCLING	1660-1 786 (800-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA

MIRL Rwy 2-20 L

NC-3, 03 JUN 2010 to 01 JUL 2010

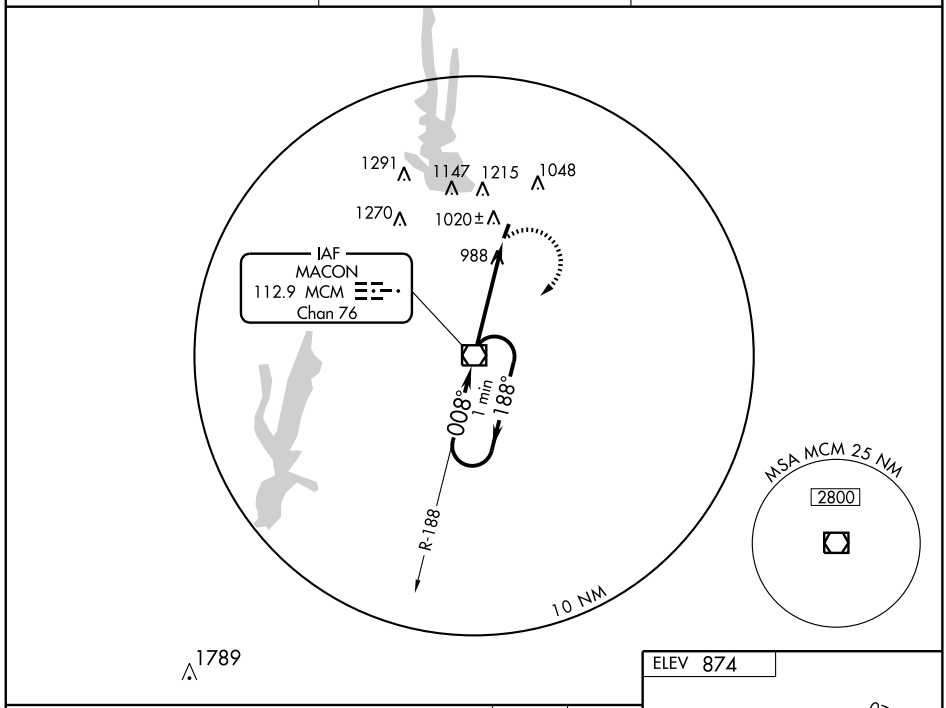
VOR/DME MCM 112.9 Chan 76	APP CRS 008°	Rwy ldg 3300 TDZE 874 Apt Elev 874

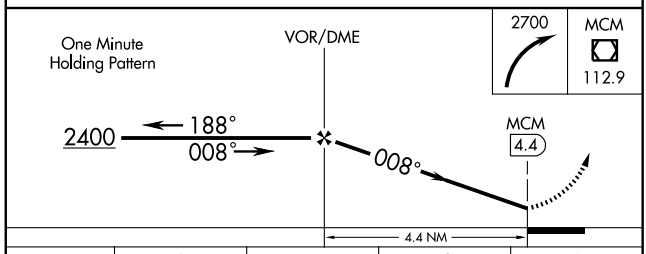
VOR RWY 2
MACON-FOWER MEMORIAL (K89)

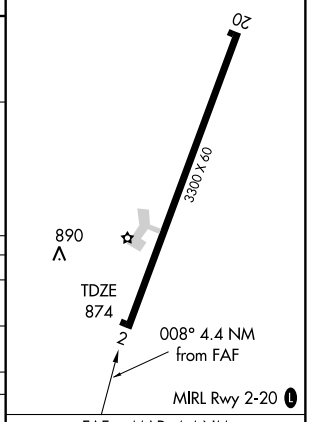
NA Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 61315 W14A	APP CRS 137°	Rwy ldg 4999 TDZE 292 Apt Elev 294

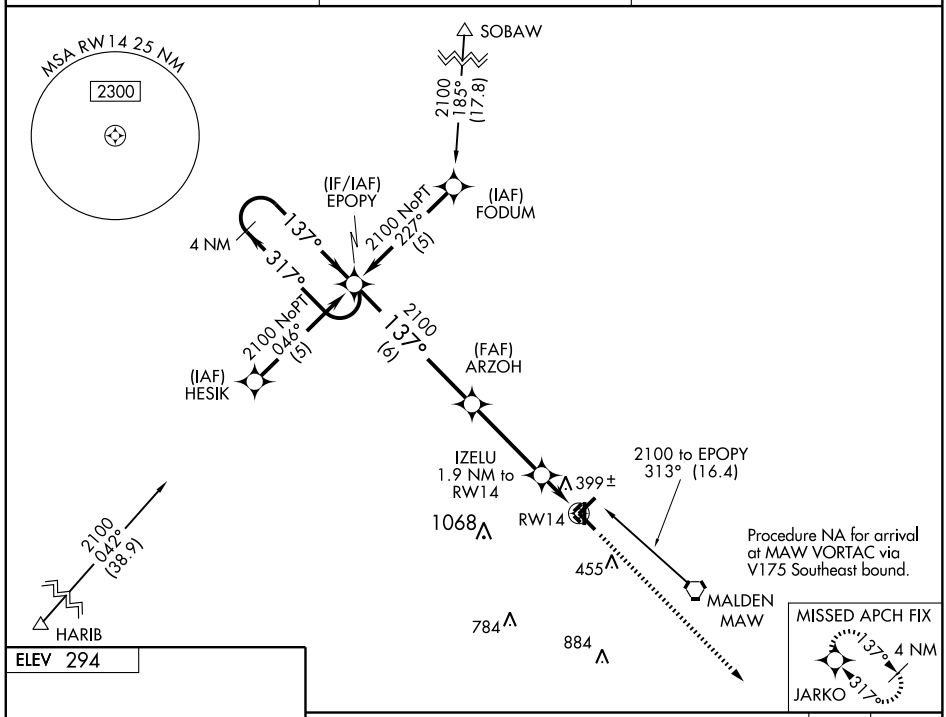
RNAV (GPS) RWY 14
MALDEN RGNL (MAW)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

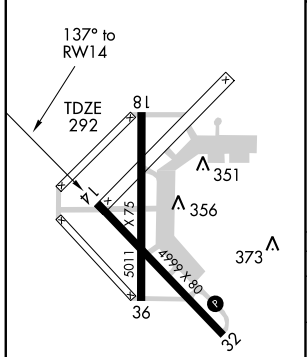
NA

MISSED APPROACH: Climb to 2100 direct JARKO and hold.

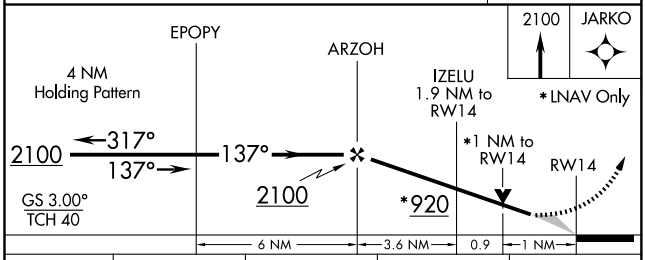
AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



ELEV 294



REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	542-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

WAAS CH 78315 W18A	APP CRS 182°	Rwy ldg 5011 TDZE 294 Apt Elev 294

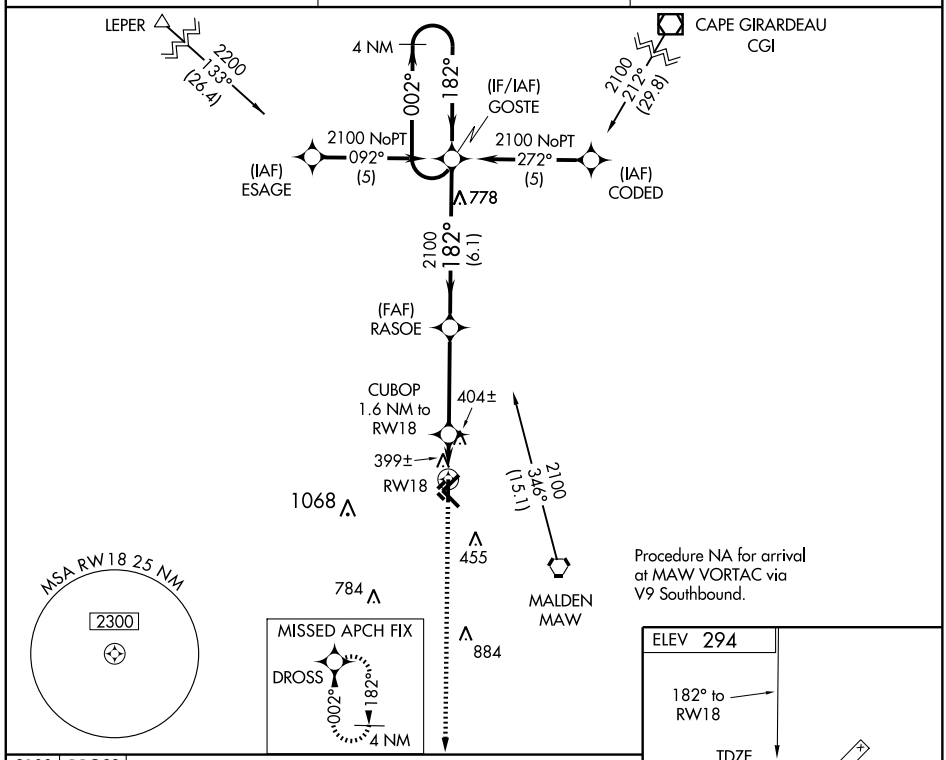
RNAV (GPS) RWY 18
MALDEN RGNL (MAW)

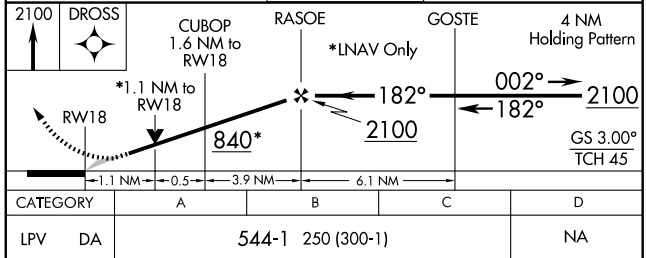
NA

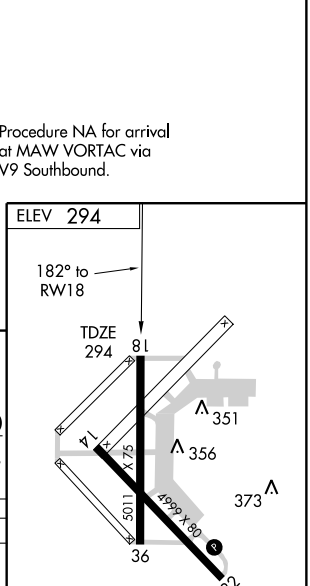
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct DROSS and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	544-1 250 (300-1)			NA
LNAV/VNAV DA	669-1¼ 375 (400-1¼)			NA
LNAV MDA	680-1 386 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

NC-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 40410 W32A	APP CRS 317°	Rwy ldg 4999 TDZE 292 Apt Elev 294

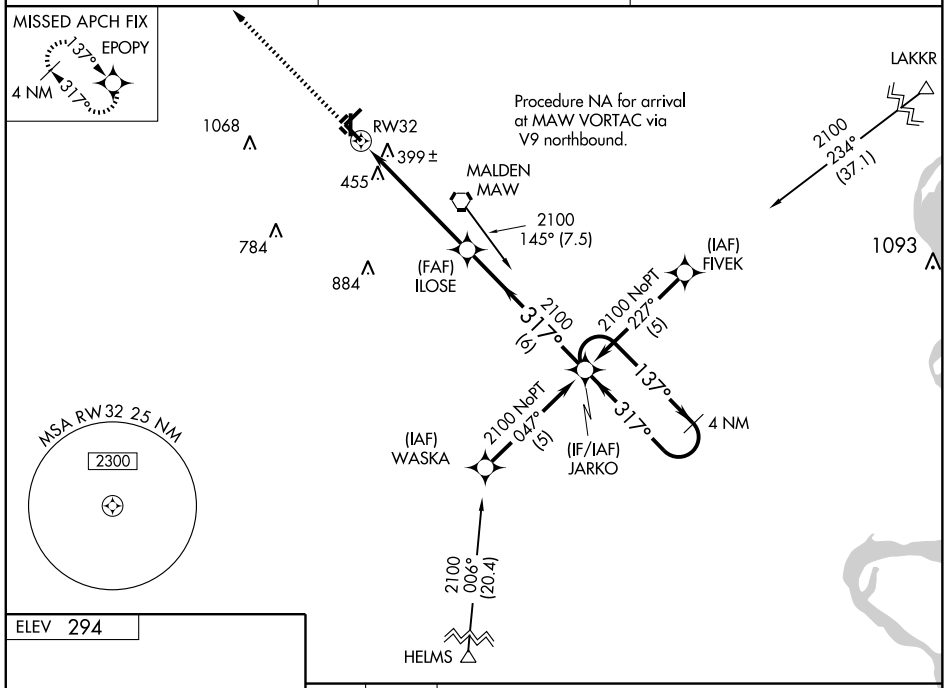
RNAV (GPS) RWY 32
MALDEN RGNL (MAW)

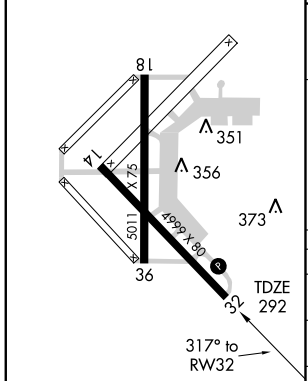
DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

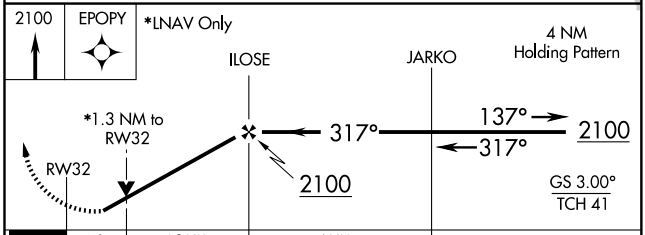
NA

MISSED APPROACH: Climb to 2100 direct EPOPY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	581-1 289 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

WAAS CH 93815 W36A	APP CRS 002°	Rwy ldg 5011 TDZE 293 Apt Elev 294

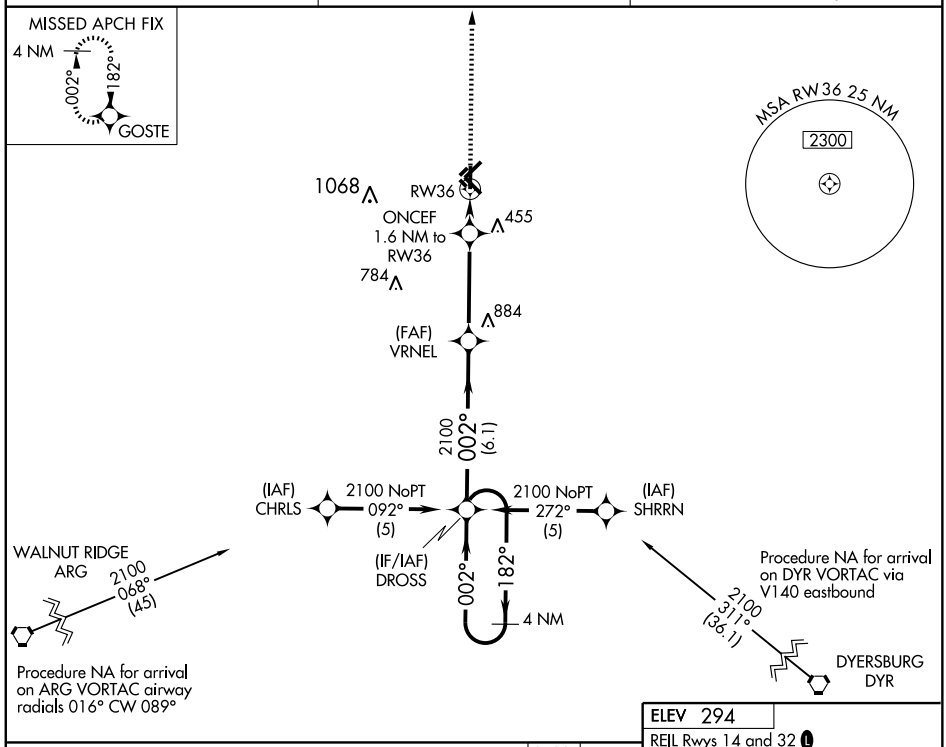
RNAV (GPS) RWY 36
MALDEN RGNL (MAW)

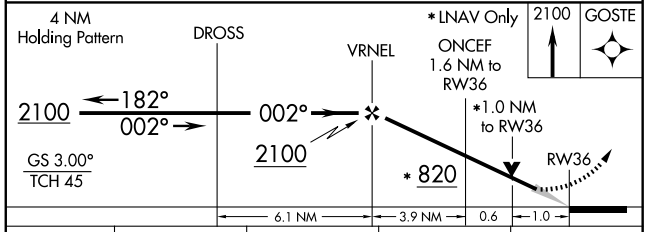
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

NA

MISSED APPROACH: Climb to 2100 direct GOSTE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



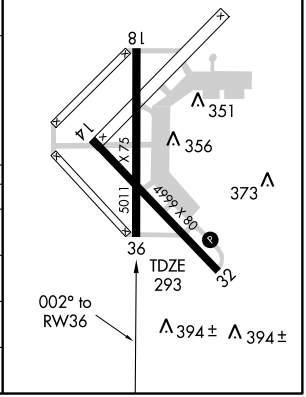


CATEGORY	A	B	C	D
LPV DA	543-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 405 (500-1½)			NA
LNAV MDA	660-1 367 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

ELEV 294

REIL Rwys 14 and 32 L

MIRL Rwys 14-32 and 18-36 L



NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME RWY 14

MALDEN RGNL (MAW)

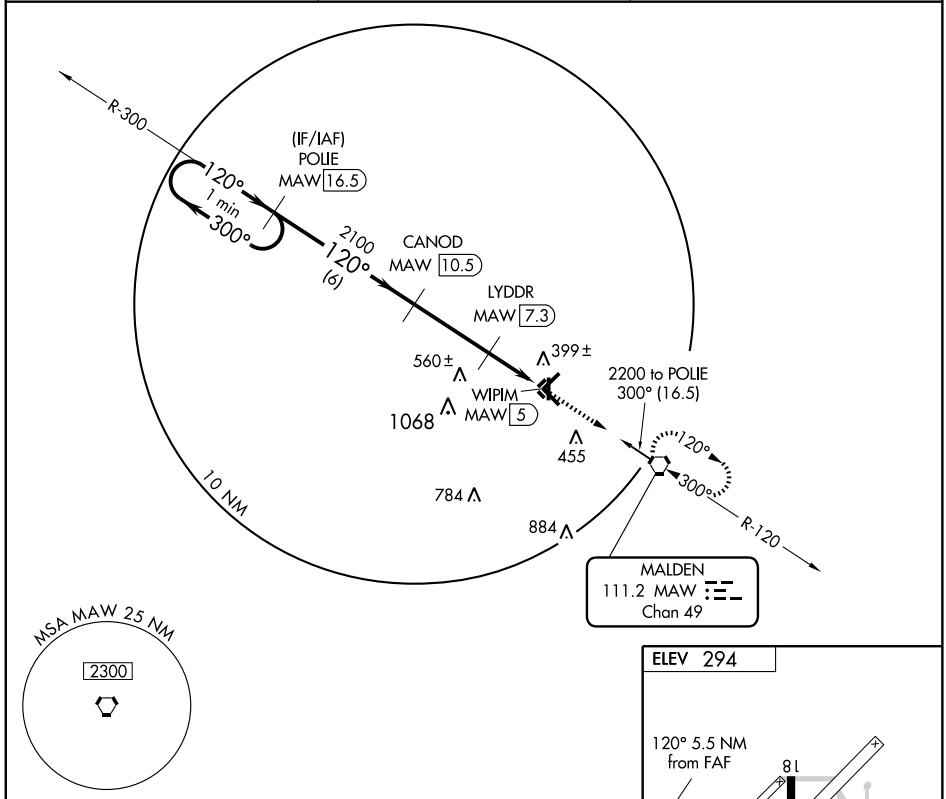
VORTAC MAW	APP CRS	Rwy ldg	4999
111.2	120°	TDZE	292
Chan 49		Apt Elev	294

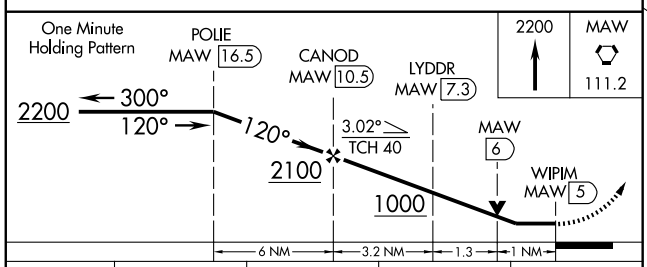
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.

NA

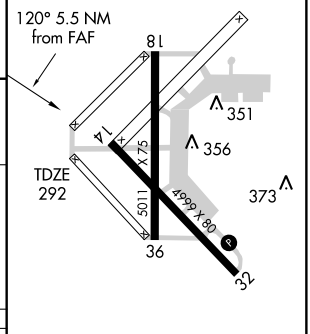
MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA



REIL Rwys 13 and 31 L

MIRL Rwys 13-31 and 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

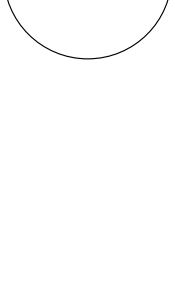
VORTAC MAW 111.2 Chan 49	APP CRS 298°	Rwy ldg 4999 TDZE 292 Apt Elev 294

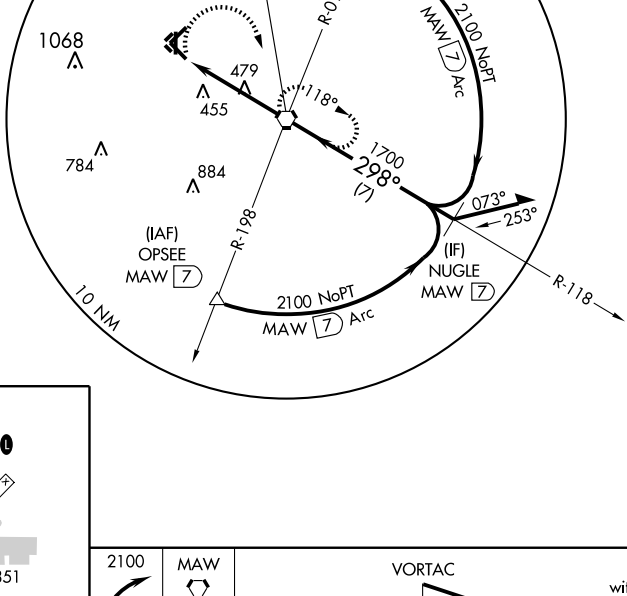
VOR RWY 32
MALDEN RGNL (MAW)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

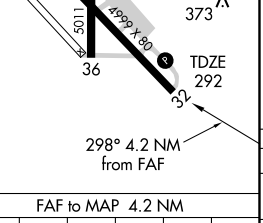
MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

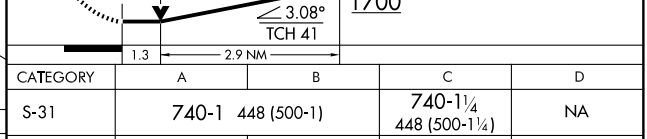
AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L





ELEV 294
REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-31	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

NDB PUR	APP CRS	Rwy ldg	4712
371	352°	TDZE	779
		Apt Elev	779

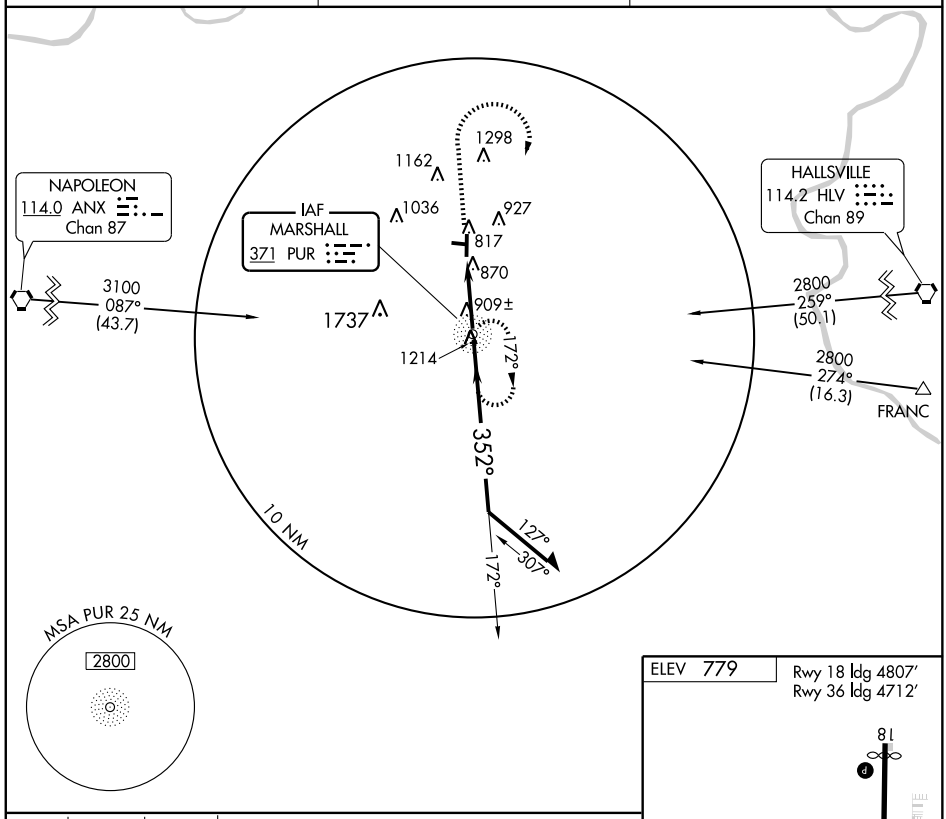
NDB RWY 36

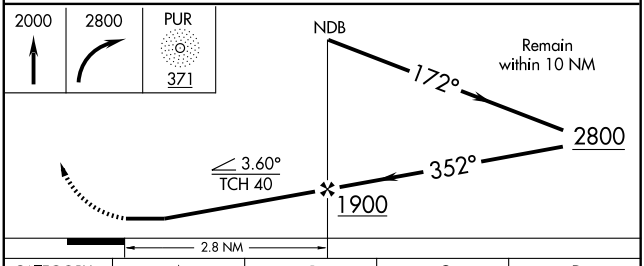
MARSHALL MEMORIAL MUNI (MHL)

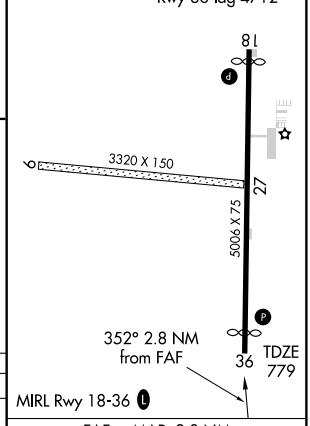
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1220-1 441 (500-1)		1220-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NC-3, 03 JUN 2010 to 01 JUL 2010

MARSHALL, MISSOURI

AL-6689 (FAA)

APP CRS	Rwy ldg	4807
178°	TDZE	779
	Apt Elev	779

RNAV (GPS) RWY 18

MARSHALL MEMORIAL MUNI (MHL)

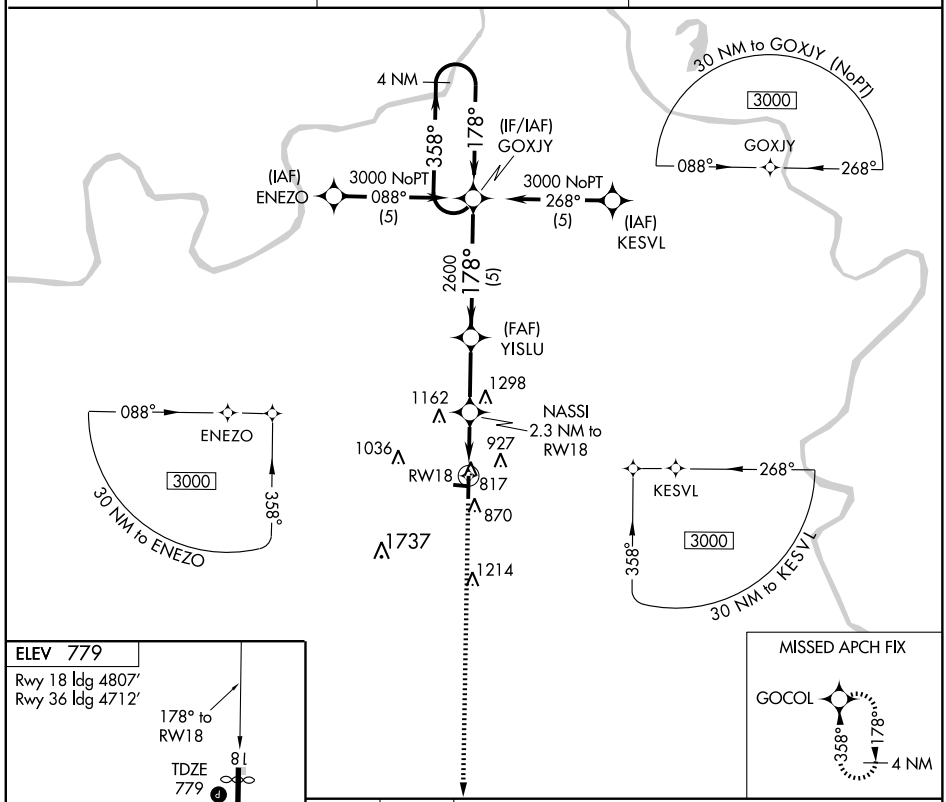
T

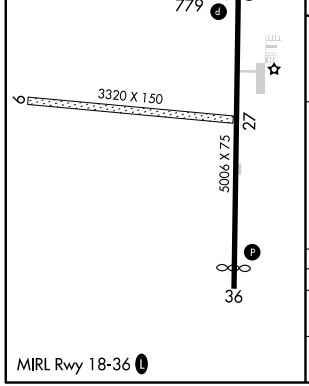
NA

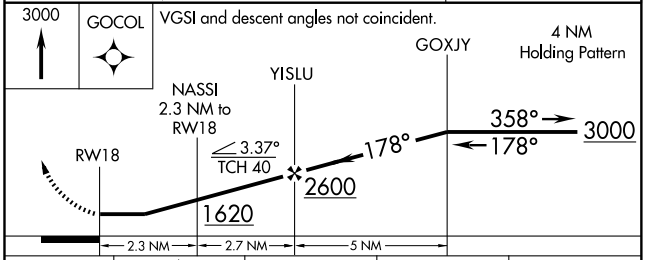
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct GOCOL and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1	581 (600-1)	NA	
CIRCLING	1360-1	581 (600-1)	NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

MARSHALL, MISSOURI

AL-6689 (FAA)

WAAS CH 93907 W36A	APP CRS 358°	Rwy ldg 4712 TDZE 779 Apt Elev 779

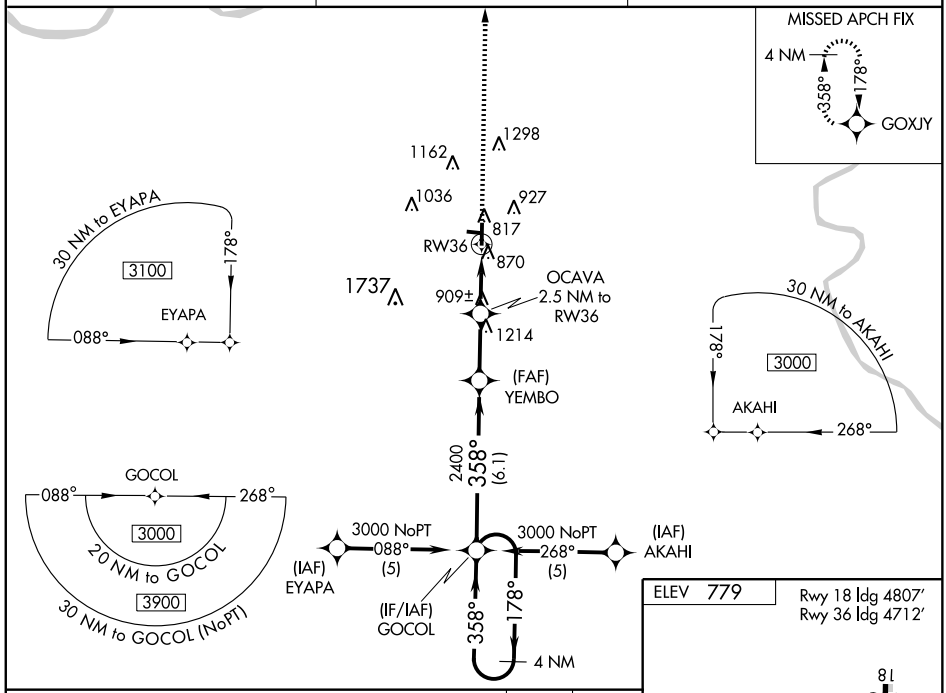
RNAV (GPS) RWY 36
MARSHALL MEMORIAL MUNI (MHL)

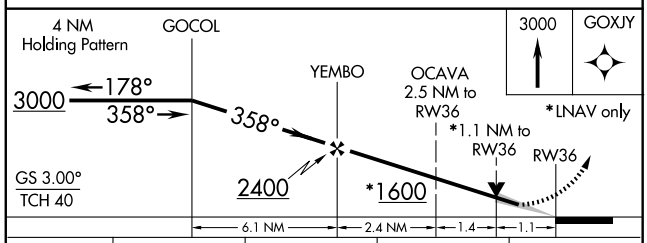
Baro-VNAV NA when using Sedalia Memorial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. VDP NA when using Sedalia Memorial altimeter setting.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

NA

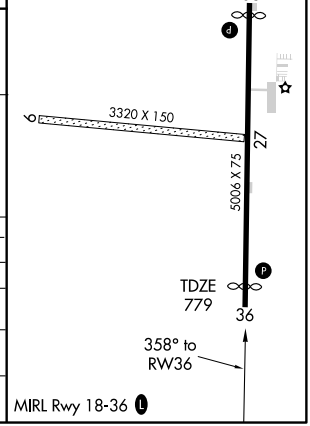
MISSED APPROACH: Climb to 3000 direct GOXJY and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1029-1 250 (300-1)			NA
LNAV/VNAV DA	1181-1½ 402 (500-1½)			NA
LNAV MDA	1180-1 401 (500-1)		1180-1¼ 401 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA



NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 72807 W14A	APP CRS 143°	Rwy ldg 4600 TDZE 1142 Apt Elev 1145

RNAV (GPS) RWY 14

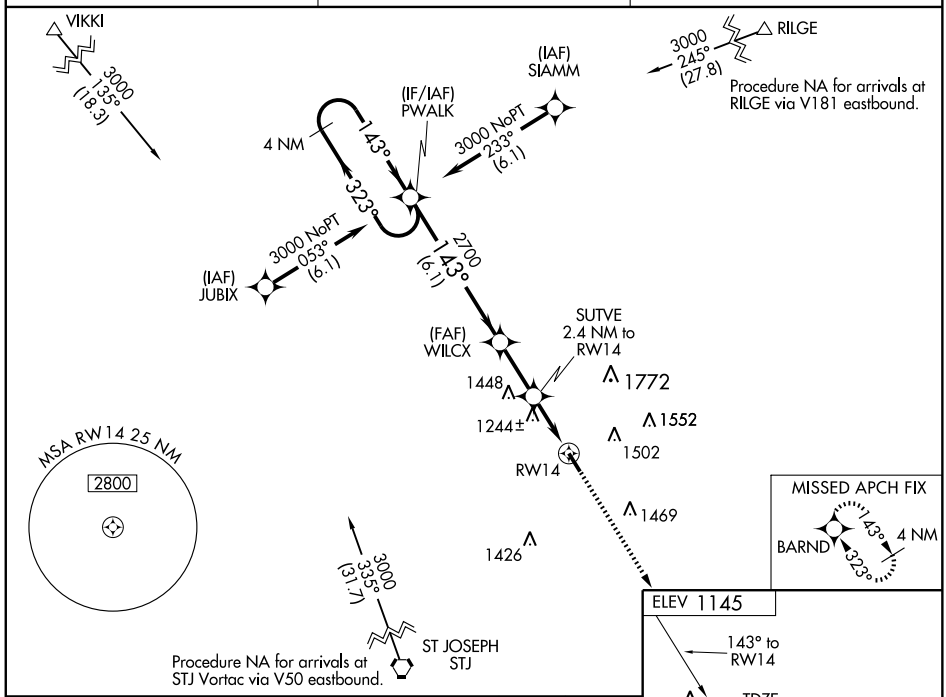
MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

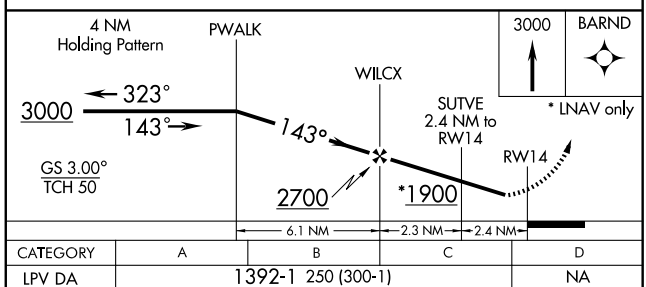
NA

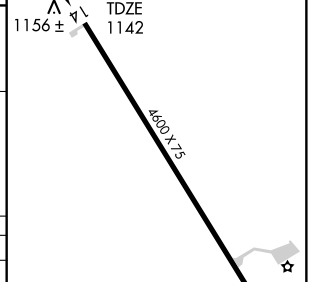
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA East of runway 18-36.

MISSED APPROACH: Climb to 3000 direct BARND and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1392-1 250 (300-1)			NA
LNAV/VNAV DA	1616-1¾ 474 (500-1¾)			NA
LNAV MDA	1500-1 358 (400-1)			NA
CIRCLING	1500-1 355 (400-1)	1600-1 455 (500-1)	1600-1½ 455 (500-1½)	NA

MIRL Rwy 14-32 L

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4600
323°	TDZE	1145
	Apt Elev	1145

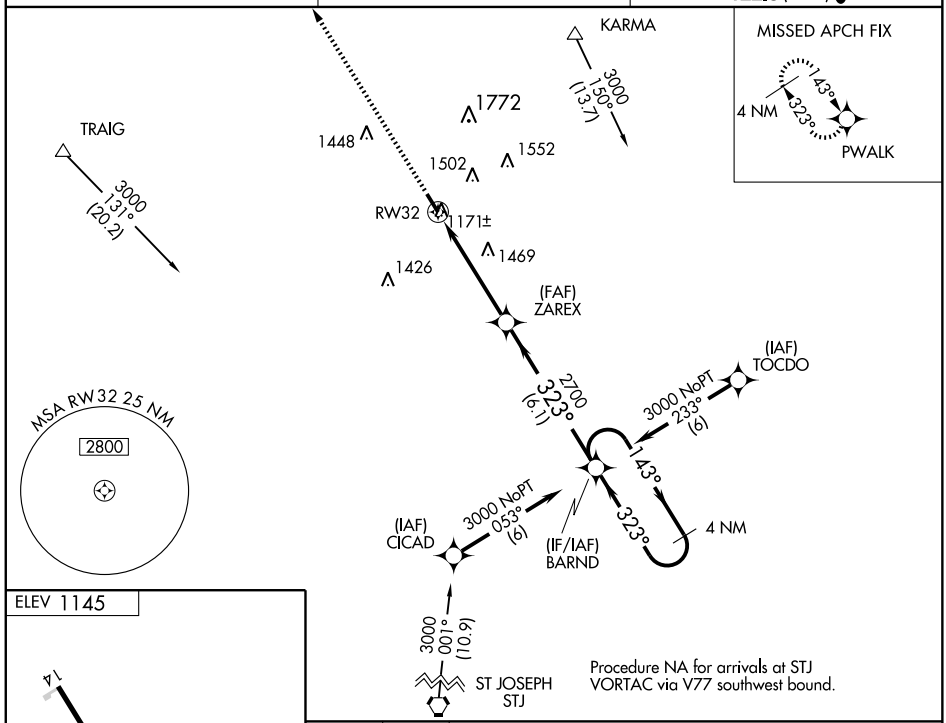
RNAV (GPS) RWY 32

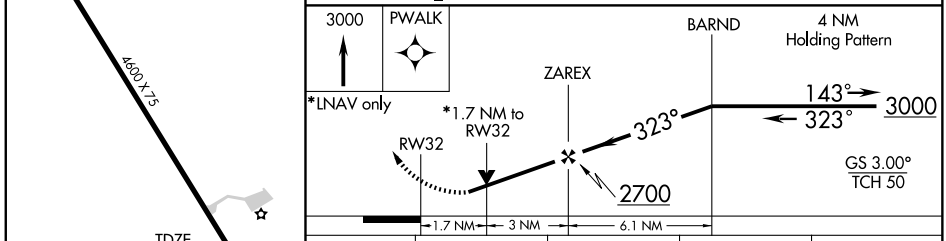
MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joesph altimeter setting. Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 direct PWALK and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	119.6 290.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	1615-1¾ 470 (500-1¾)			NA
LNAV MDA	1720-1 575 (600-1)		1720-1½ 575 (600-1½)	NA
CIRCLING	1720-1 575 (600-1)		1720-1½ 575 (600-1½)	NA

MIRL Rwy 14-32 L

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME RWY 24

MEXICO MEMORIAL (MYJ)

LOC/DME I-EYR	APP CRS	Rwy ldg	5130
109.5	244°	TDZE	817
Chan 32		Apt Elev	823

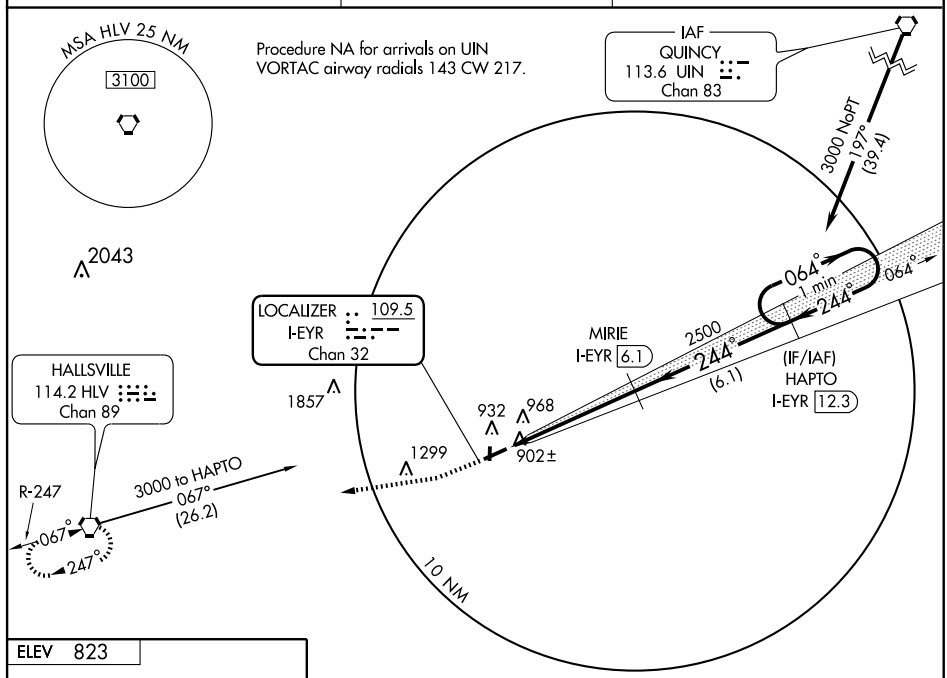
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.
VDP NA with Columbia Rgnl altimeter setting. Inoperative table does not apply.

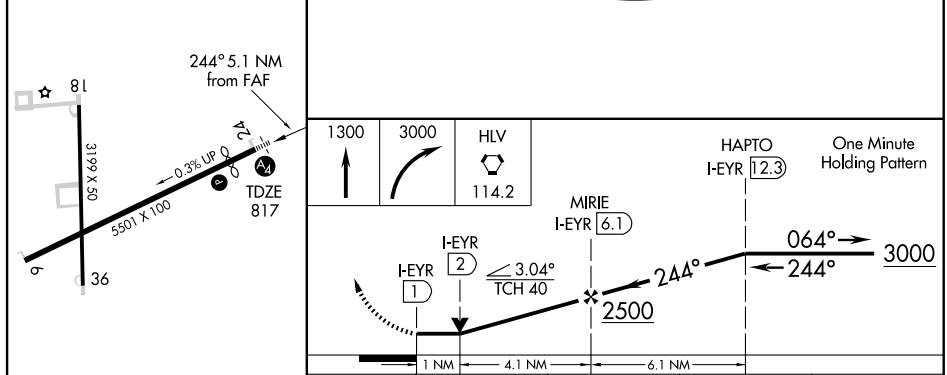
NA

MALS

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L





CATEGORY	A	B	C	D
S-24	1160-1 343 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

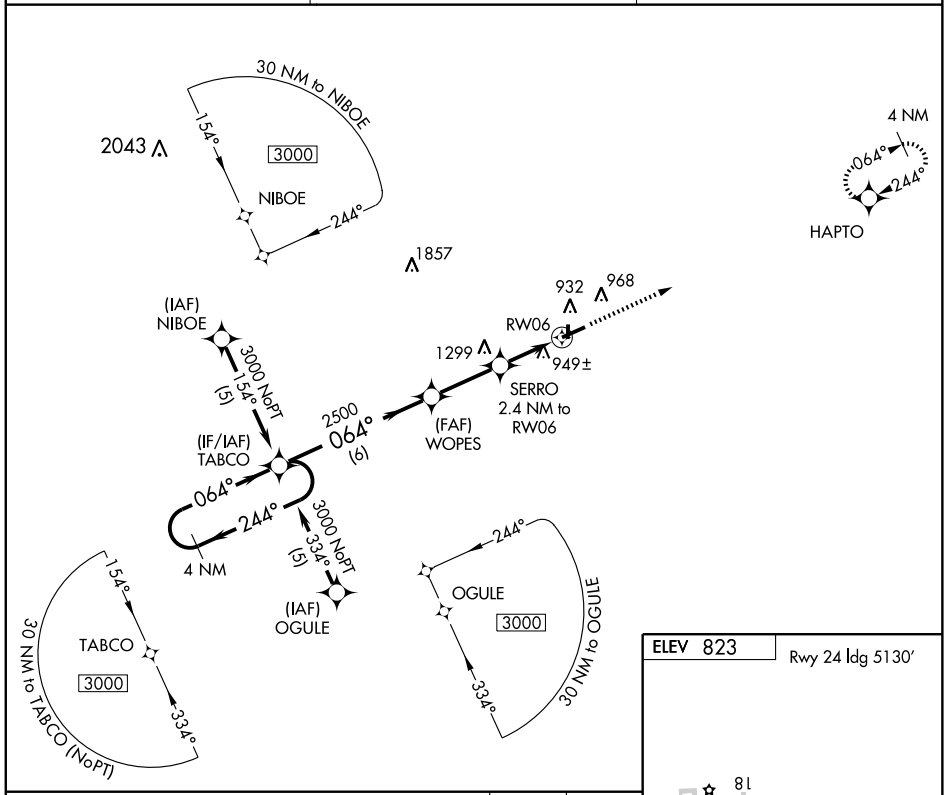
APP CRS	Rwy ldg	5501
064°	TDZE	823
	Apt Elev	823

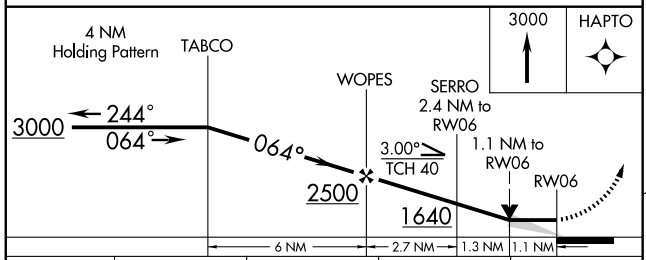
RNAV (GPS) RWY 6
MEXICO MEMORIAL (MYJ)

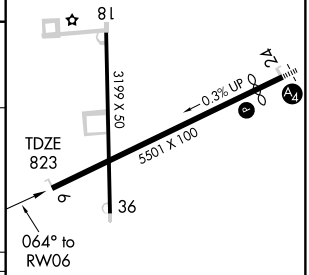
T ANA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 377 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS Chan **56213** W24A	APP CRS **244°**	Rwy ldg **5130** TDZE **817** Apt Elev **823**

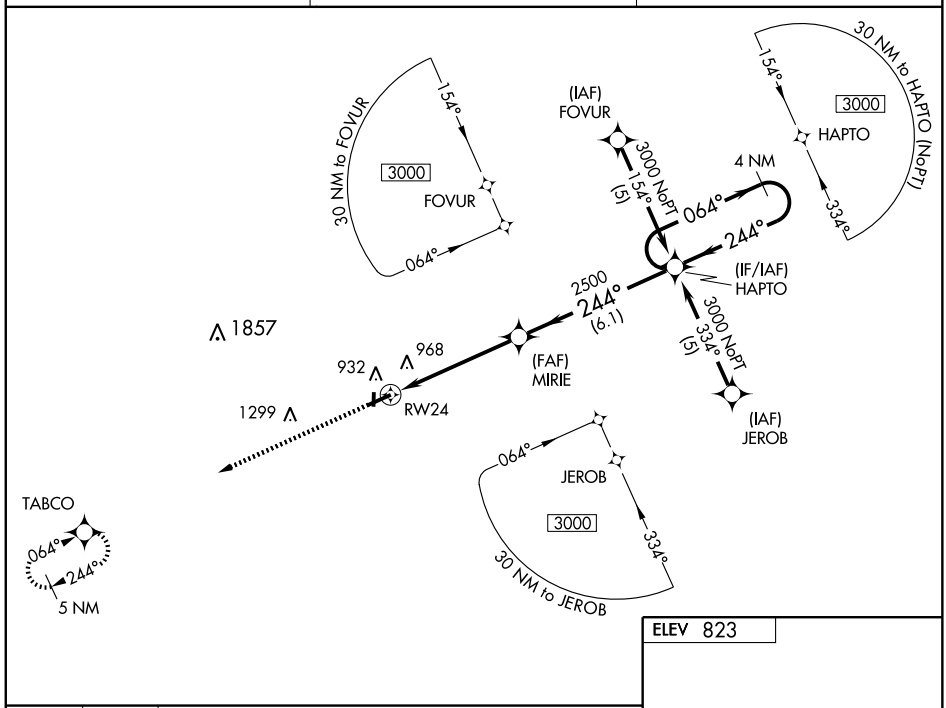
RNAV (GPS) RWY 24
MEXICO MEMORIAL (MYJ)

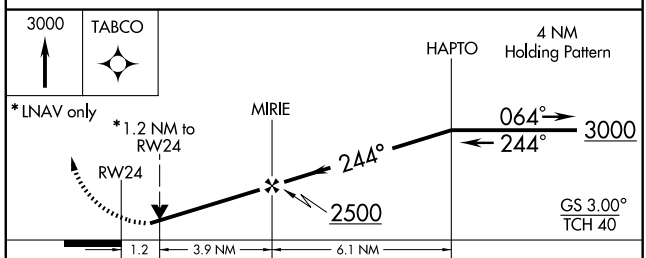
T A NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALS A4

MISSED APPROACH: Climb to 3000 direct TABCO and hold.

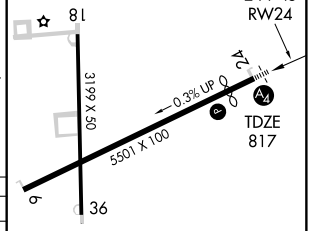
AWOS-3	MIZZU APP CON	CTAF
120.575	**124.375**	**122.9** L





CATEGORY	A	B	C	D
LPV DA	1126-1 309 (400-1)			NA
LNAV/VNAV DA	1278-1¾ 461 (500-1¾)			NA
LNAV MDA	1220-1 403 (400-1)		1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1 457 (500-1)		1220-1½ 403 (400-1½)	NA

ELEV 823



REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

VOR/DME RWY 24
MEXICO MEMORIAL (MYJ)

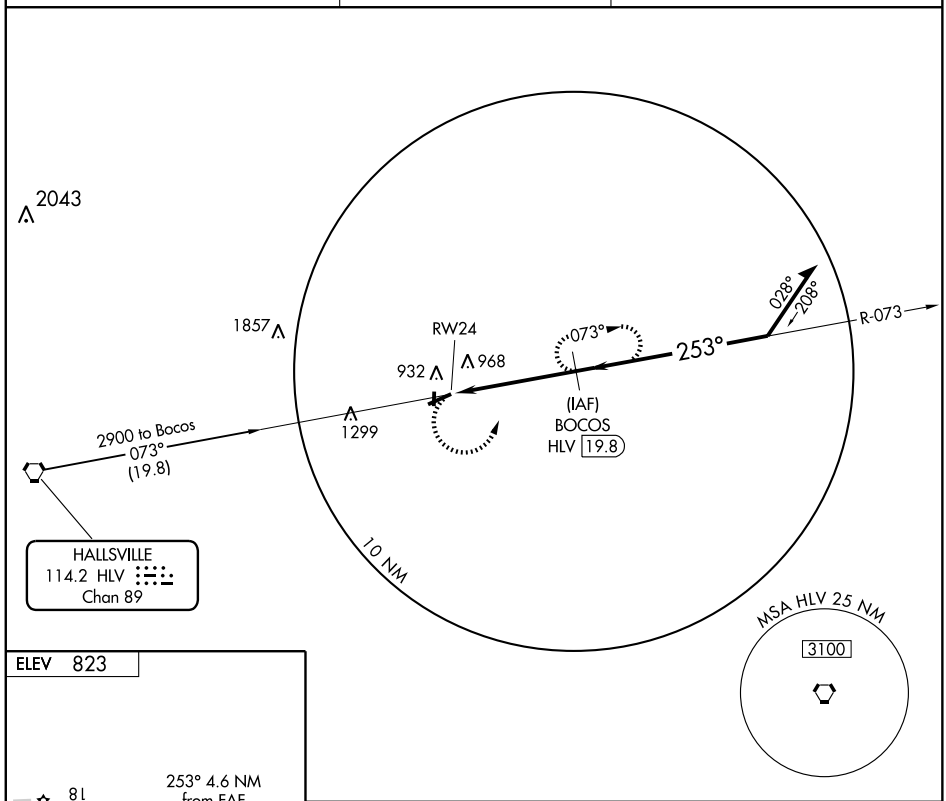
VORTAC HLV 114.2 Chan 89	APP CRS 253°	Rwy ldg 5130 TDZE 817 Apt Elev 823

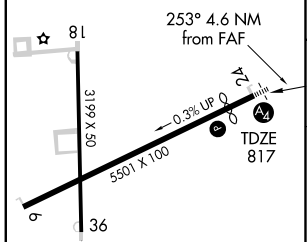
T NA — If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

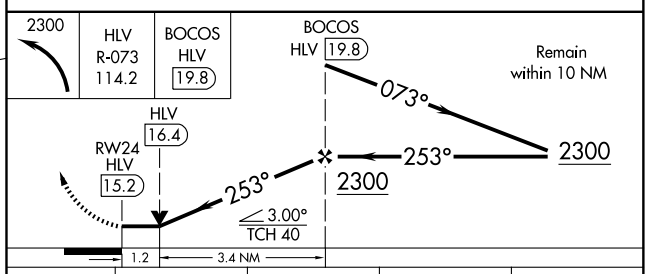
MALS

MISSED APPROACH: Climbing left turn to 2300 via HLV R-073 to BOCOS 19.8 DME and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME MCM	APP CRS	Rwy ldg	N/A
112.9	162°	TDZE	N/A
Chan 76		Apt Elev	867

VOR/DME or GPS-A

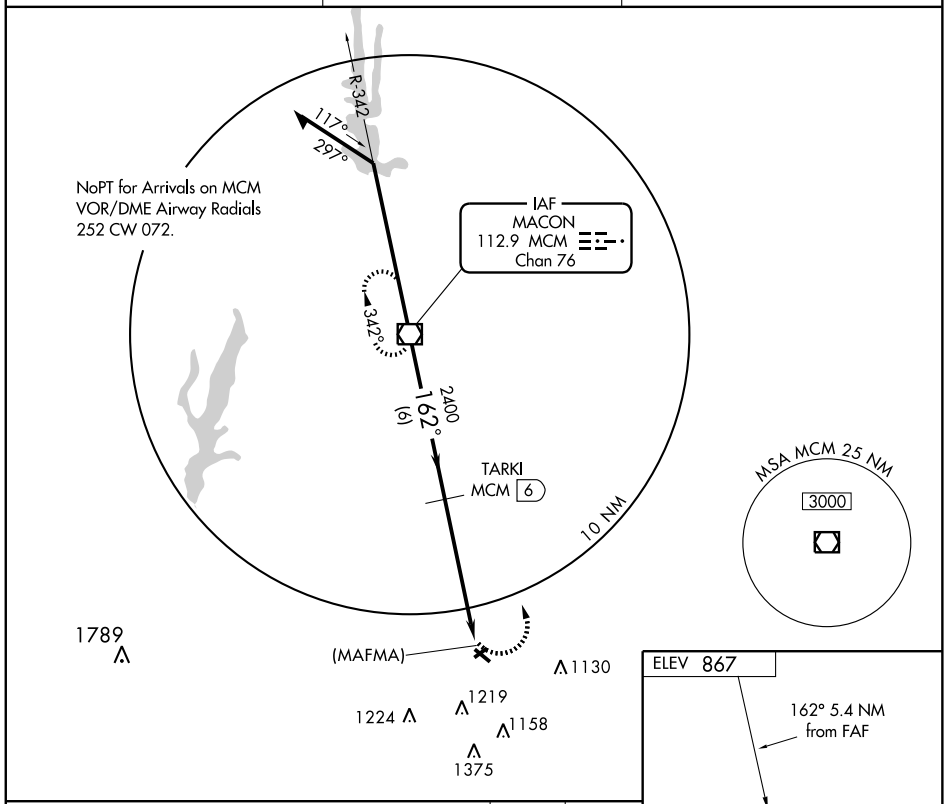
MOBERLY/ OMAR N. BRADLEY (MBY)

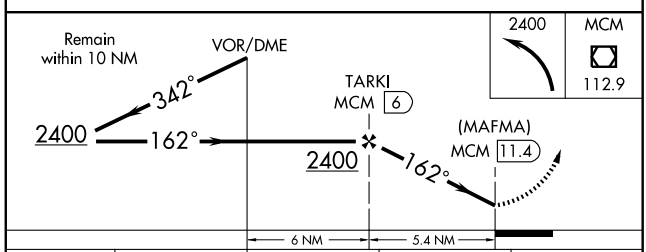
NA

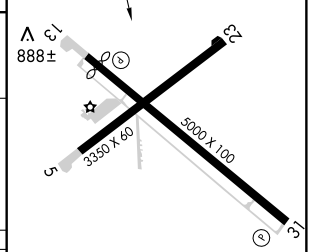
Obtain local altimeter setting on CTAF; when not received use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1380-1 513 (600-1)		1380-1½ 513 (600-1½)	1500-2 633 (700-2)
COLUMBIA ALTIMETER SETTING				
CIRCLING	1440-1 573 (600-1)		1440-1½ 573 (600-1½)	1600-2¼ 733 (800-2¼)

REIL Rwys 13 and 31 L
MIRL Rwys 5-23 and 13-31 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME MCM	APP CRS	Rwy ldg	4690
112.9	123°	TDZE	866
Chan 76		Apt Elev	867

VOR/DME RNAV or GPS RWY 13

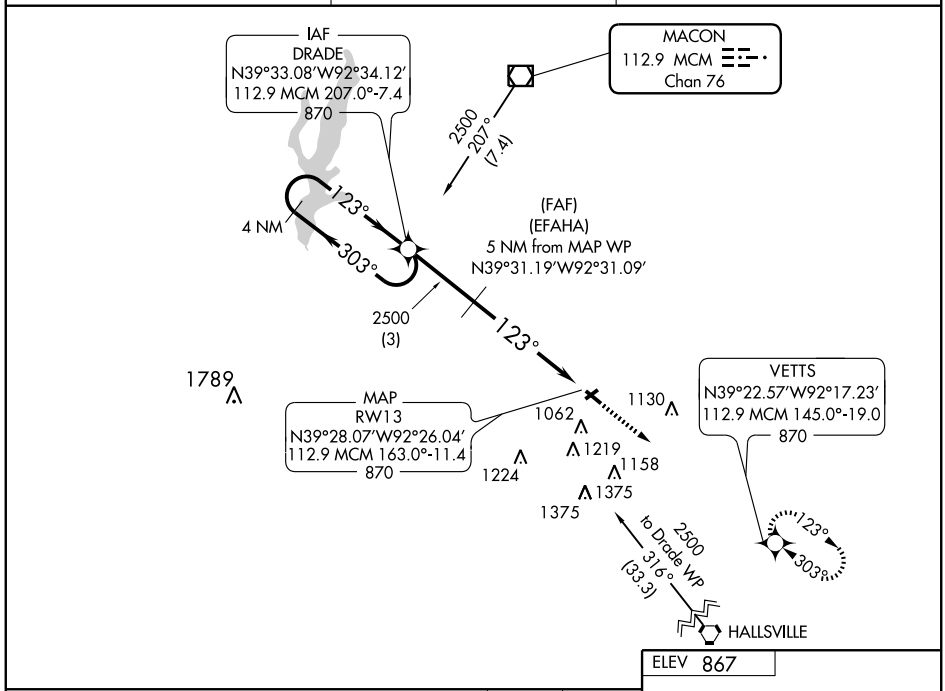
MOBERLY/OMAR N. BRADLEY (MBY)

NA

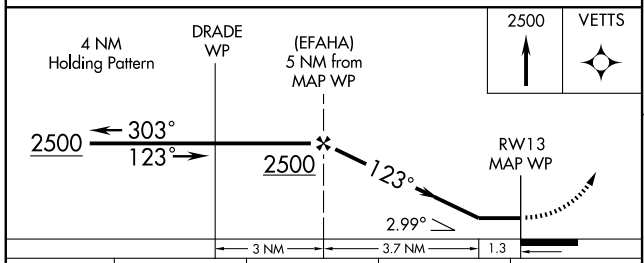
Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting.

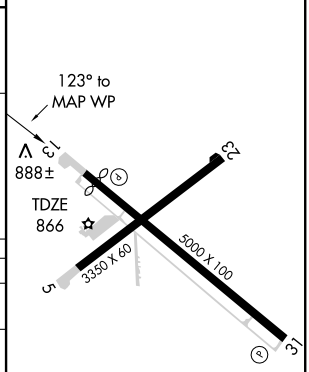
MISSED APPROACH: Climb to 2500 direct VETTS WP and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L



ELEV 867





CATEGORY	A	B	C	D
S-13	1320-1 454 (500-1)		1320-1¼ 454 (500-1¼)	1320-1½ 454 (500-1½)
CIRCLING	1380-1 514 (600-1)		1380-1½ 514 (600-1½)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-13	1500-1 634 (700-1)		1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
CIRCLING	1540-1 674 (700-1)		1540-2 674 (700-2)	1680-2¾ 814 (900-2¾)

REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME MCM	APP CRS	Rwy ldg	5000
112.9	303°	TDZE	866
Chan 76		Apt Elev	867

VOR/DME RNAV or GPS RWY 31

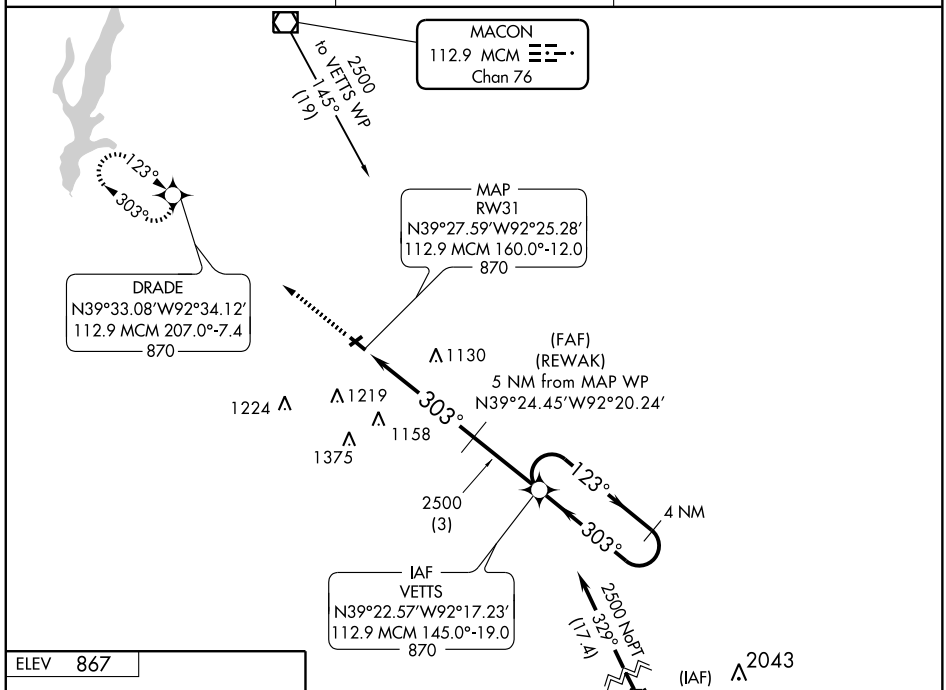
MOBERLY/OMAR N. BRADLEY (MBY)

NA

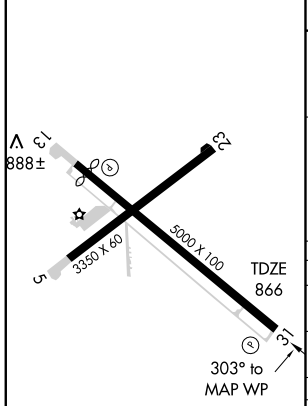
Obtain local altimeter setting on CTAF; when not available use Columbia altimeter setting.

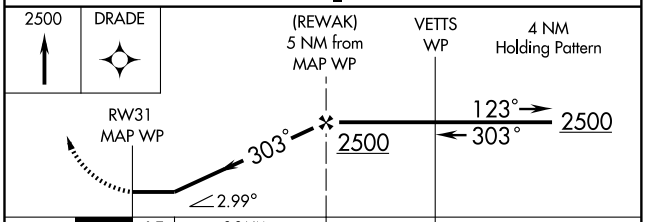
MISSED APPROACH: Climb to 2500 direct DRADE WP and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L



ELEV 867





CATEGORY	A	B	C	D
S-31	1460-1 594 (600-1)		1460-1½ 594 (600-1½)	1460-1¾ 594 (600-1¾)
CIRCLING	1500-1 634 (700-1)		1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-31	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2¼ 774 (800-2¼)	1640-2½ 744 (800-2½)
CIRCLING	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2¼ 774 (800-2¼)	1680-2¾ 814 (900-2¾)

REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 53403 W18A	APP CRS 179°	Rwy ldg 5000 TDZE 1314 Apt Elev 1314

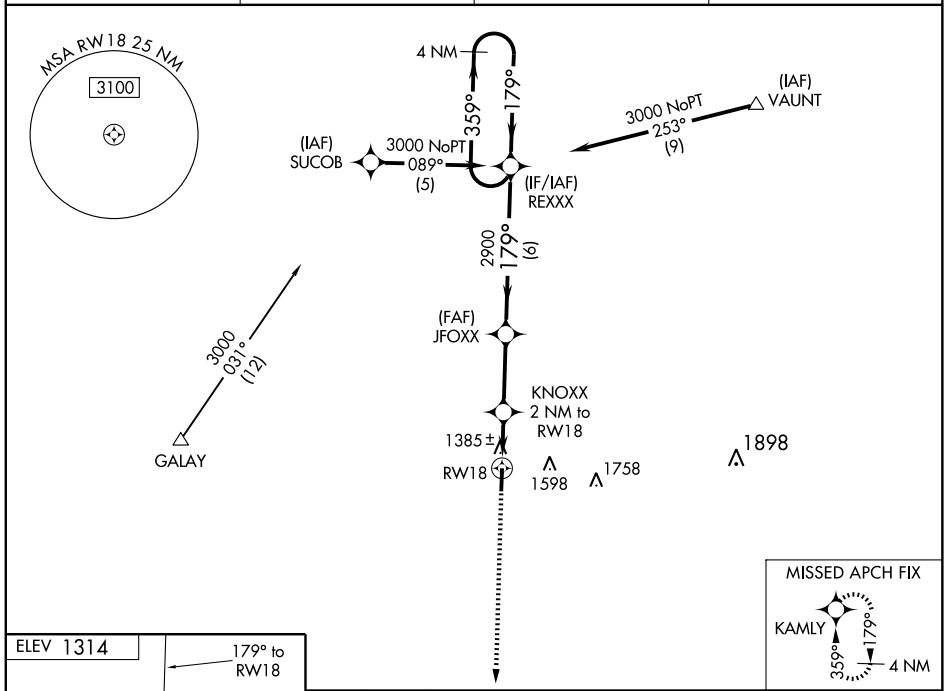
RNAV (GPS) RWY 18
MONETT MUNI (HFJ)

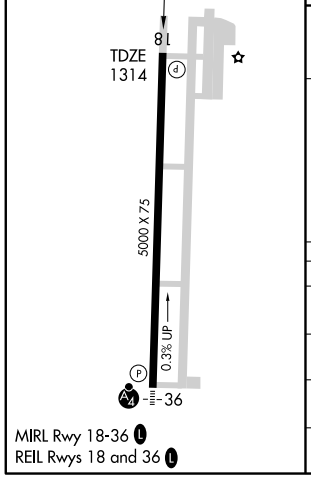
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile. Baro-VNAV and VDP NA when using Joplin altimeter setting.

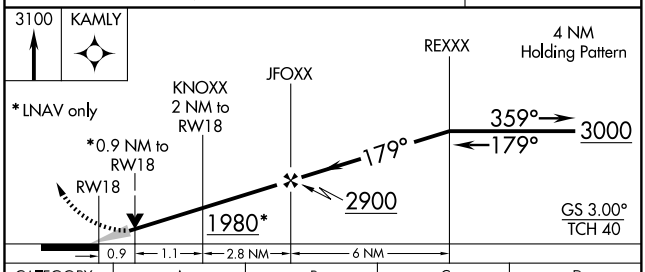
T NA

MISSED APPROACH: Climb to 3100 direct KAMLY and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.275	124.95 318.2	121.85	123.075 (CTAF) L







CATEGORY		A	B	C	D
LPV	DA	1614-1	300 (300-1)	NA	
LNAV/VNAV	DA	1663-1¼	349 (400-1¼)	NA	
LNAV MDA		1640-1	326 (400-1)	NA	
CIRCLING		1700-1 386 (400-1)	1780-1 466 (500-1)	NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 69303 W36A	APP CRS 359°	Rwy ldg 5000 TDZE 1300 Apt Elev 1314

RNAV (GPS) RWY 36
MONETT MUNI (HFJ)

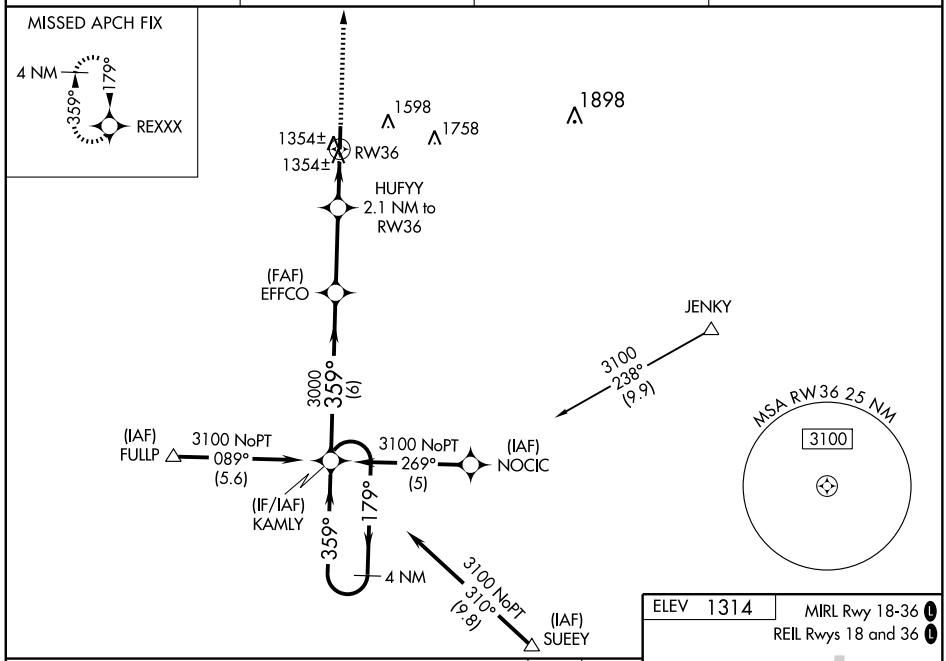
Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin altimeter setting. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats.

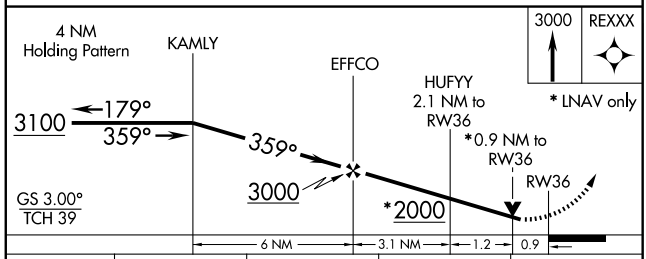
NA

MALSF

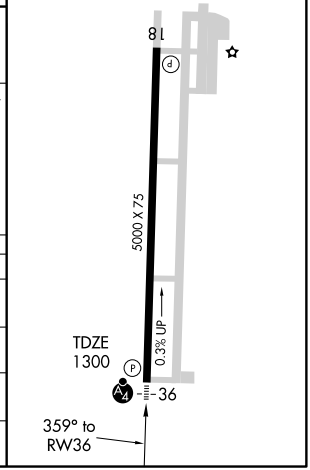
MISSED APPROACH: Climb to 3000 direct REXXX and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.275	124.95 318.2	121.85	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1577-1	277 (300-1)	NA	
LNAV/VNAV DA	1655-1¼	355 (400-1¼)	NA	
LNAV MDA	1620-¾	320 (400-¾)	NA	
CIRCLING	1700-1 386 (400-1)	1780-1 466 (500-1)	NA	



NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3516
091°	TDZE	737
	Apt Elev	737

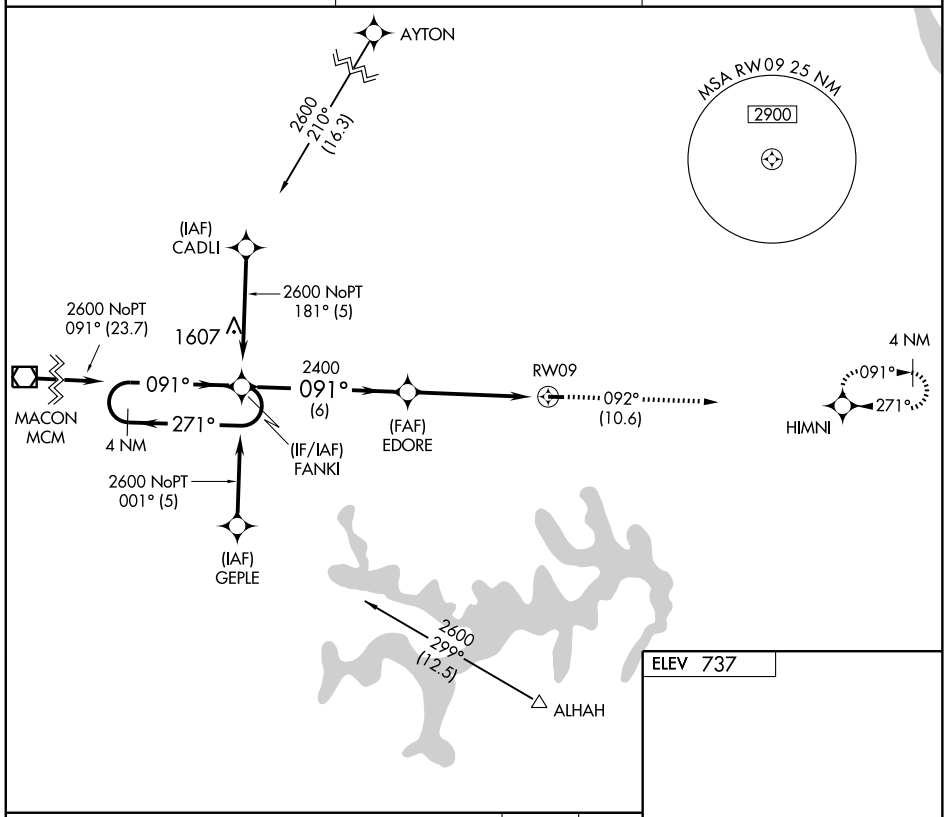
RNAV (GPS) RWY 9

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

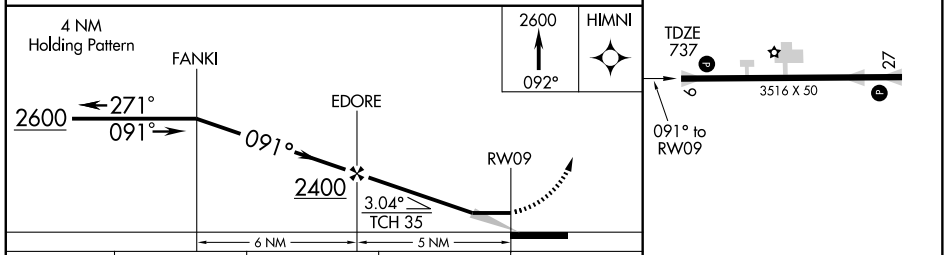
NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 092° course to HIMNI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



ELEV 737



CATEGORY	A	B	C	D
LNAV MDA	1200-1 463 (500-1)		1200-1¼ 463 (500-1¼)	NA
CIRCLING	1380-1 643 (700-1)		1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 03 JUN 2010 to 01 JUL 2010

MONROE CITY, MISSOURI

AL-6183 (FAA)

APP CRS	Rwy ldg	3516
271°	TDZE	737
	Apt Elev	737

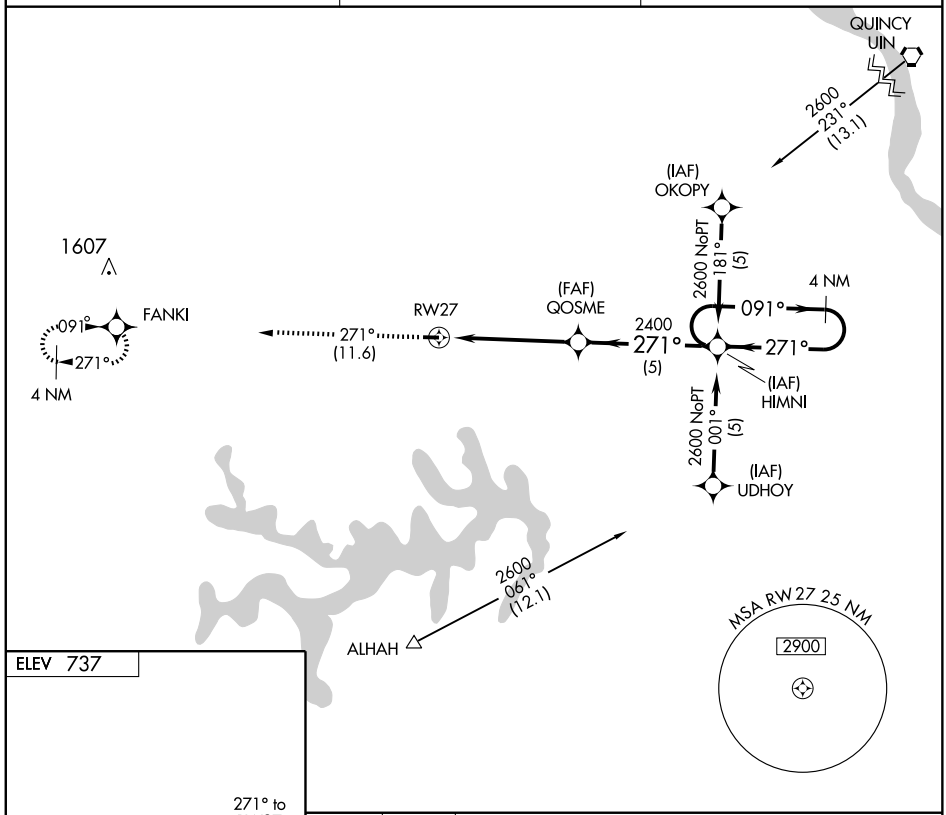
RNAV (GPS) RWY 27

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

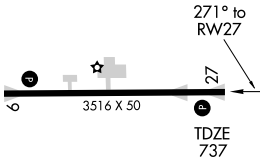
NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

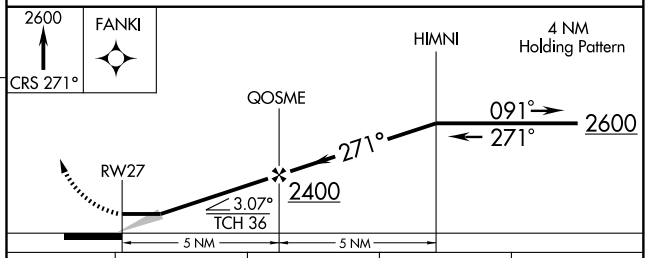
MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



ELEV 737





CATEGORY	A	B	C	D
LNAV MDA	1240-1 503 (600-1)		1240-1½ 503 (600-1½)	NA
CIRCLING	1380-1 643 (700-1)		1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 03 JUN 2010 to 01 JUL 2010

MONROE CITY, MISSOURI

AL-6183 (FAA)

VORTAC UIN	APP CRS	Rwy Idg	N/A
113.6	233°	TDZE	N/A
Chan 83		Apt Elev	737

VOR/DME-A

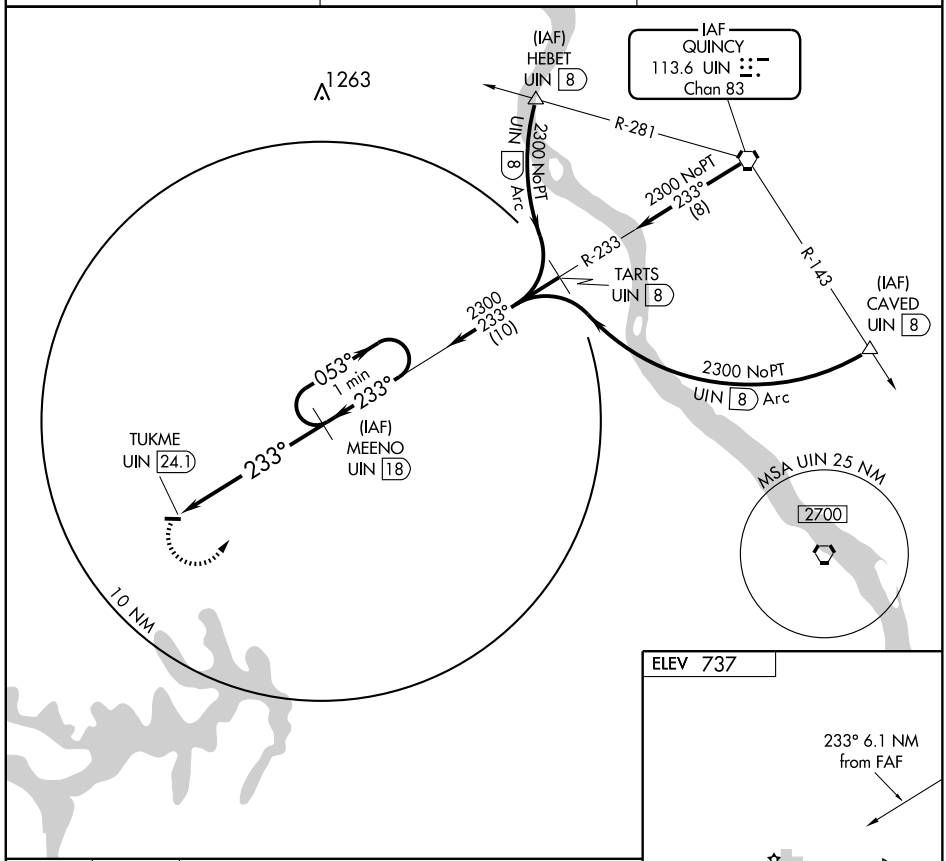
MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

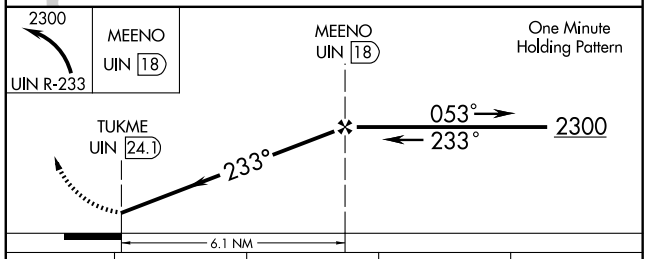
NA

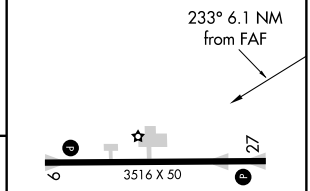
Use Quincy, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1½ 643 (700-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 50401 W18A	APP CRS 180°	Rwy ldg 3500 TDZE 675 Apt Elev 675

RNAV (GPS) RWY 18

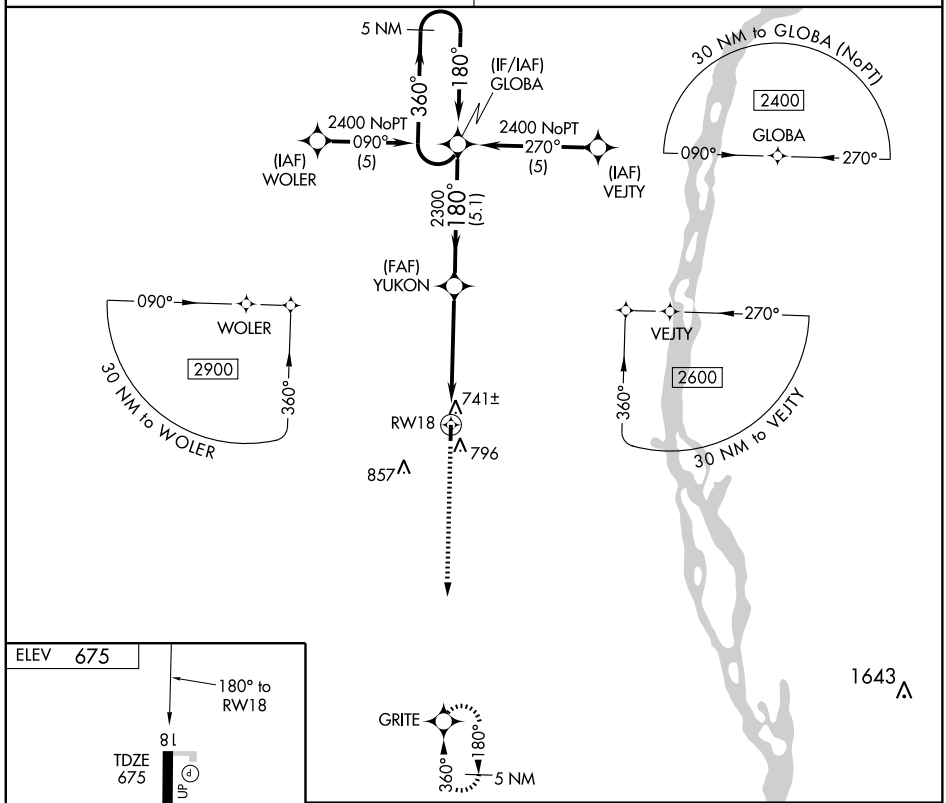
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

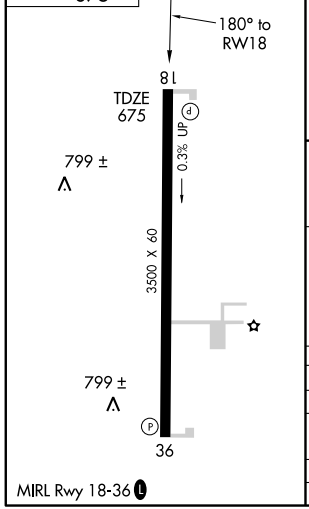
T
A NA

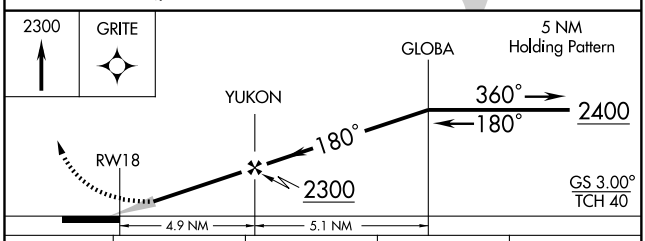
DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct GRITE and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1035-1¼	360 (400-1¼)	NA	
LNAV/VNAV DA	1082-1½	407 (500-1½)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	
CIRCLING	1180-1	505 (600-1)	NA	

NC-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 97601 W36A	APP CRS 360°	Rwy ldg 3500 TDZE 675 Apt Elev 675

RNAV (GPS) RWY 36

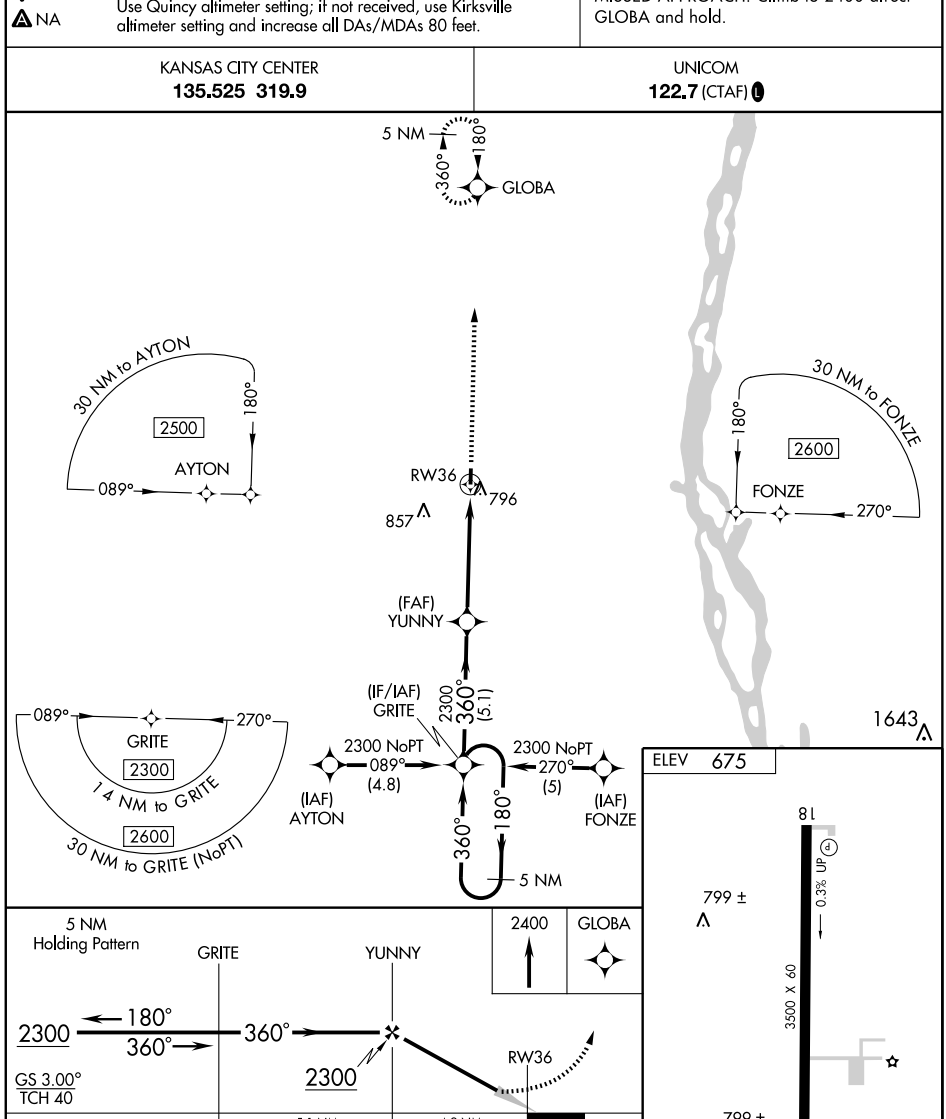
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

NA

DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct GLOBA and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)	NA	
LNAV/VNAV DA	1137-1¾	462 (500-1¾)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	
CIRCLING	1180-1	505 (600-1)	NA	

NC-3. 03 JUN 2010 to 01 JUL 2010

VORTAC UIN 113.6 Chan 83	APP CRS 308°	Rwy ldg N/A TDZE N/A Apt Elev 674

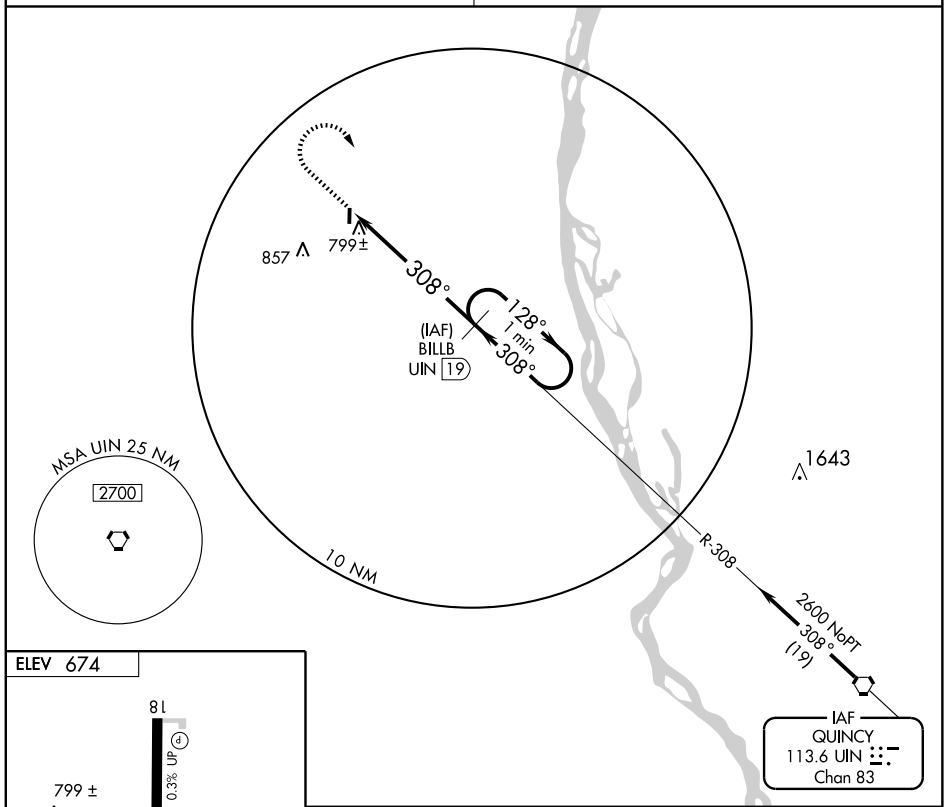
VOR/DME-A

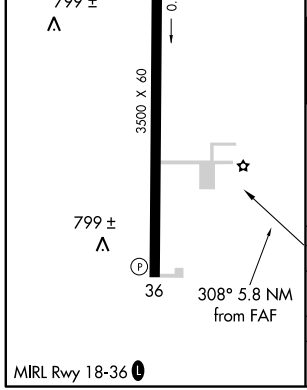
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

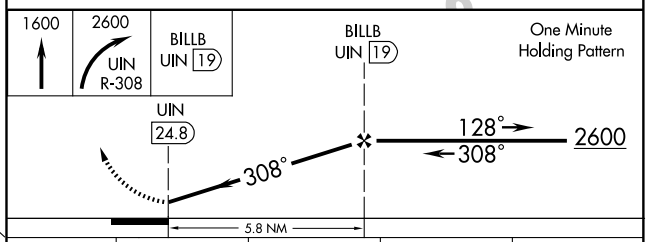
T ANA Use Quincy altimeter setting; when not received use Kirksville altimeter setting

MISSED APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L





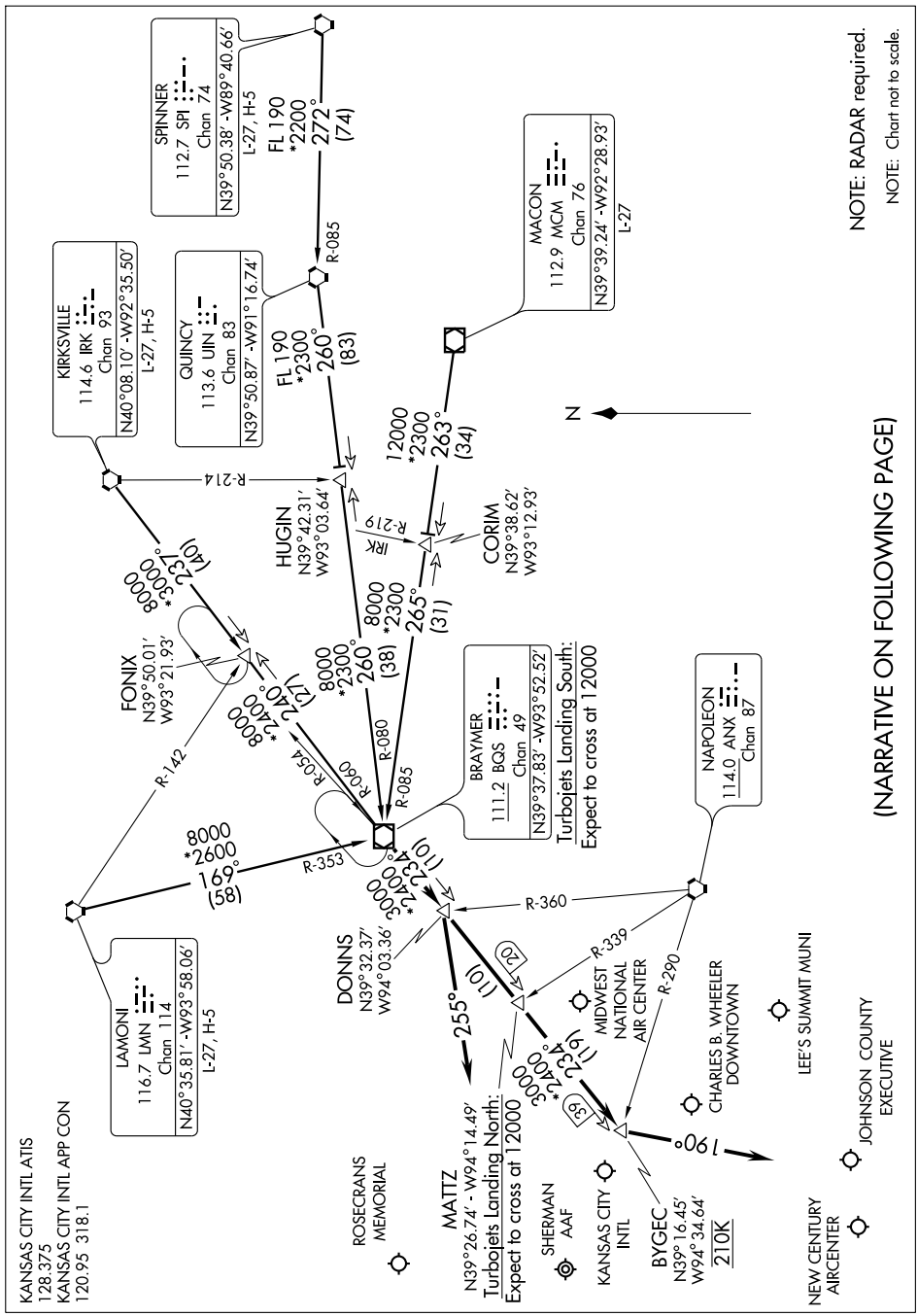


CATEGORY	A	B	C	D
CIRCLING	1180-1 506 (600-1)	1180-1¼ 506 (600-1¼)	NA	
KIRKSVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 566 (600-1)	1240-1¼ 566 (600-1¼)	NA	

BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-CUE	APP CRS	Rwy ldg	5504
110.55	184°	TDZE	777
Chan 42 (Y)		Apt Elev	777

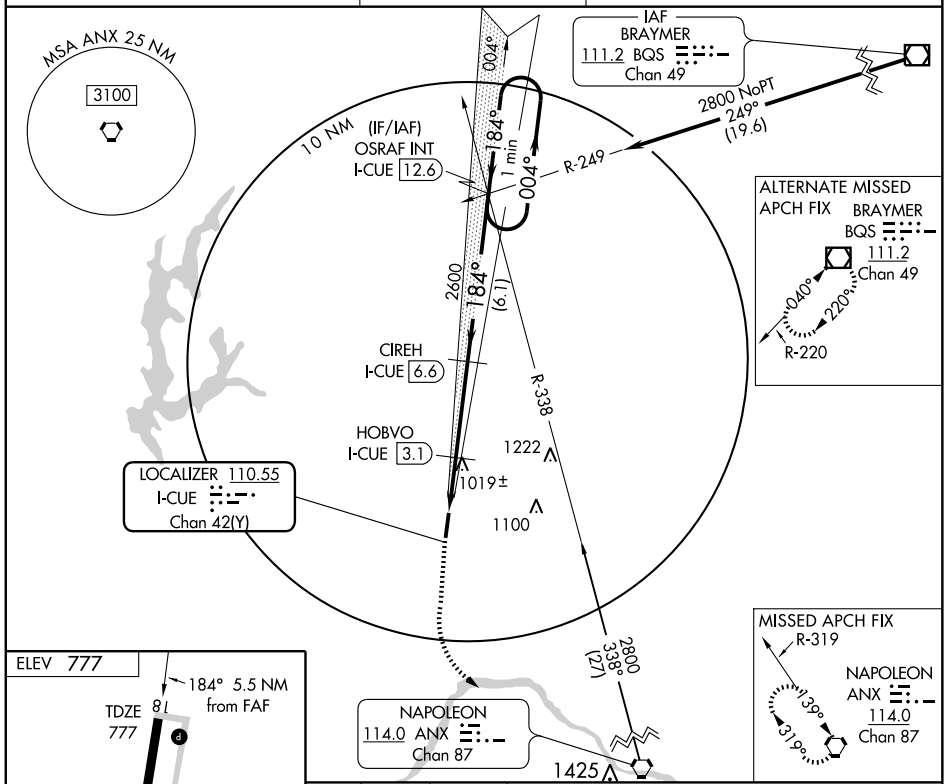
ILS or LOC/DME RWY 18

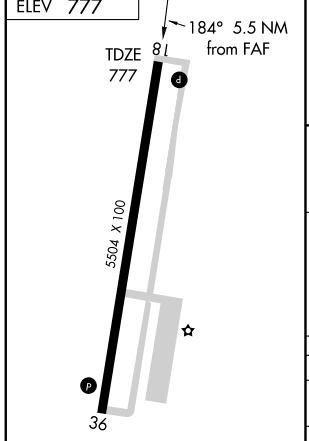
MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

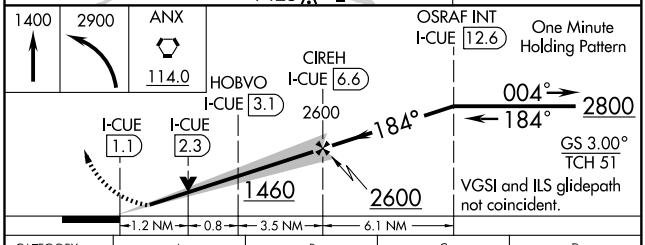
T A NA — Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	977-¾ 200 (200-¾)			NA
S-LOC 18	1280-1 503 (600-1)		1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

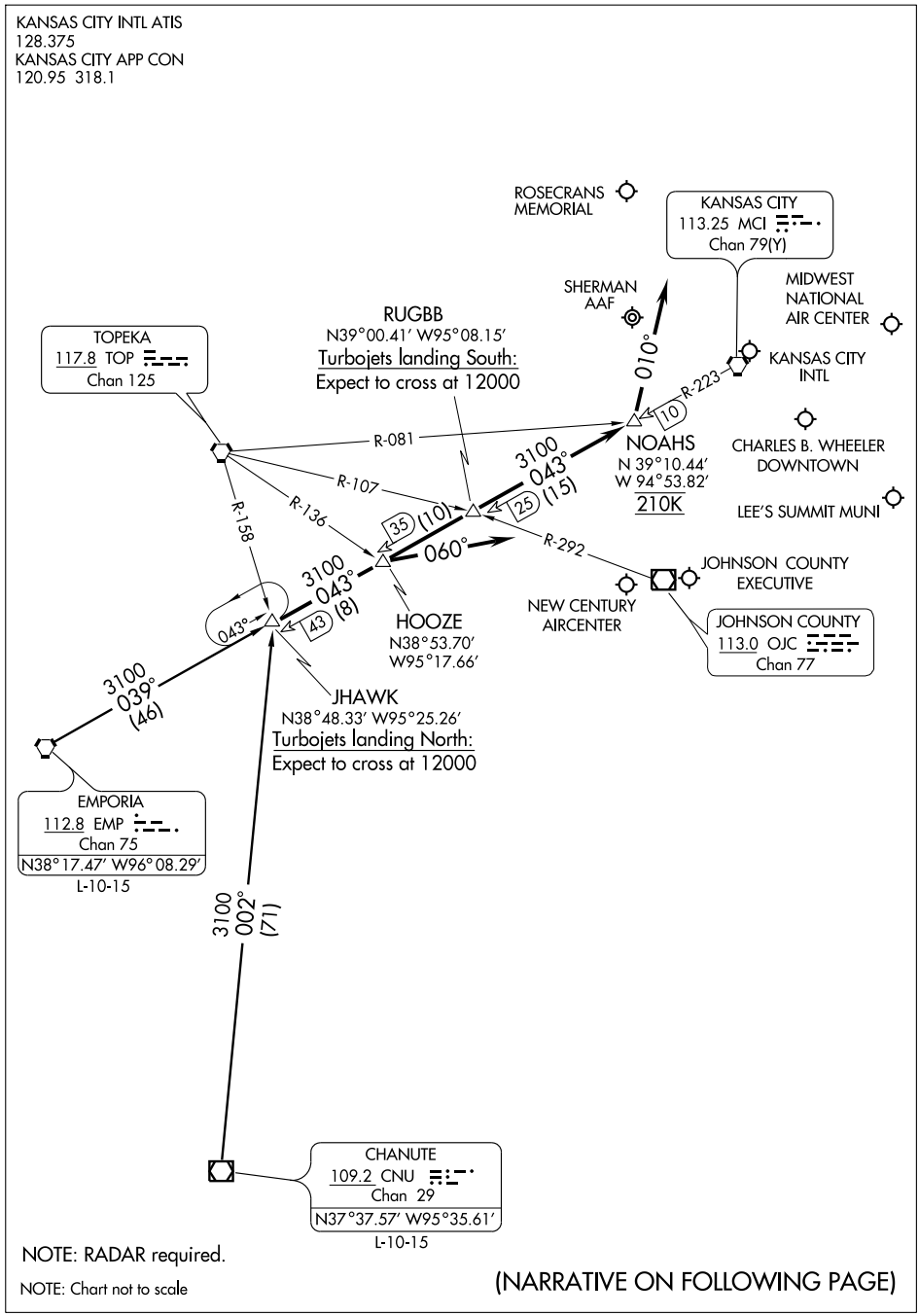
HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 70323 W18A	APP CRS 184°	Rwy ldg 5504 TDZE 777 Apt Elev 777

RNAV (GPS) RWY 18

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

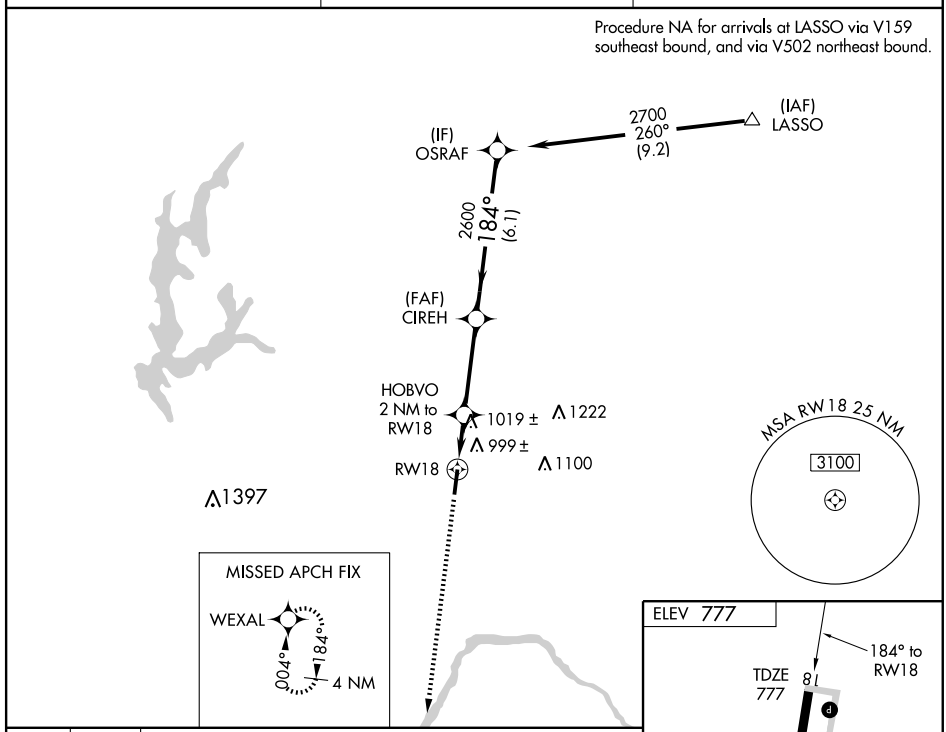
T NA

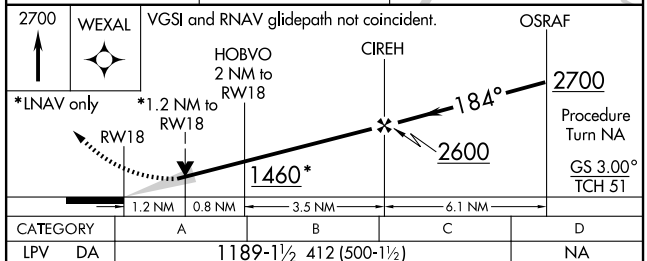
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.
Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

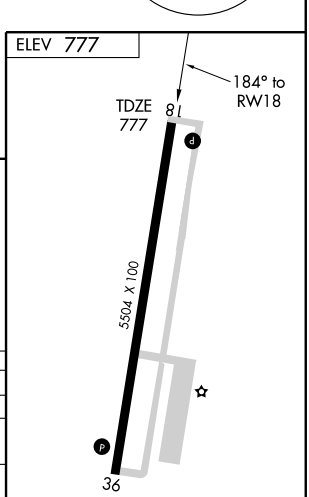
KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L

Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.





CATEGORY	A	B	C	D
LPV DA	1189-1½ 412 (500-1½)			NA
LNAV/VNAV DA	1324-2 547 (600-2)			NA
LNAV MDA	1280-1 503 (600-1)		1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA



HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 86409 W36A	APP CRS 004°	Rwy ldg 5504 TDZE 776 Apt Elev 777

RNAV (GPS) RWY 36

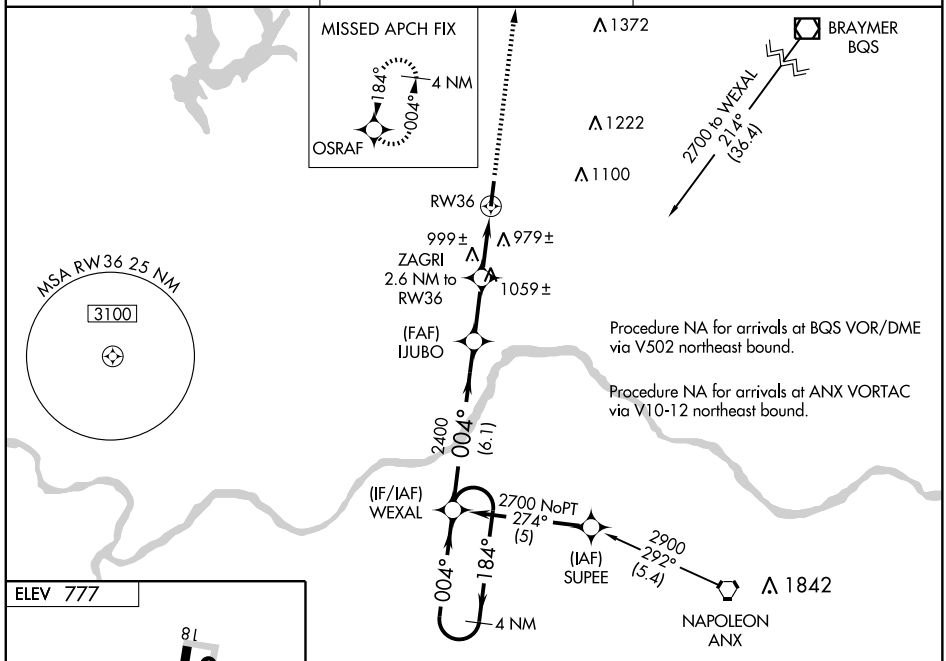
MOSBY/ MIDWEST NATIONAL AIR CENTER (GPH)

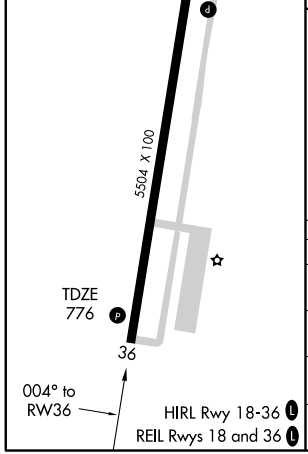
T
NA

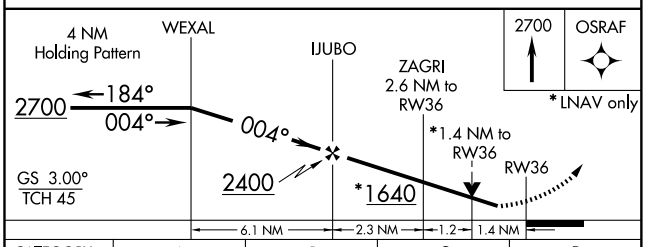
DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L







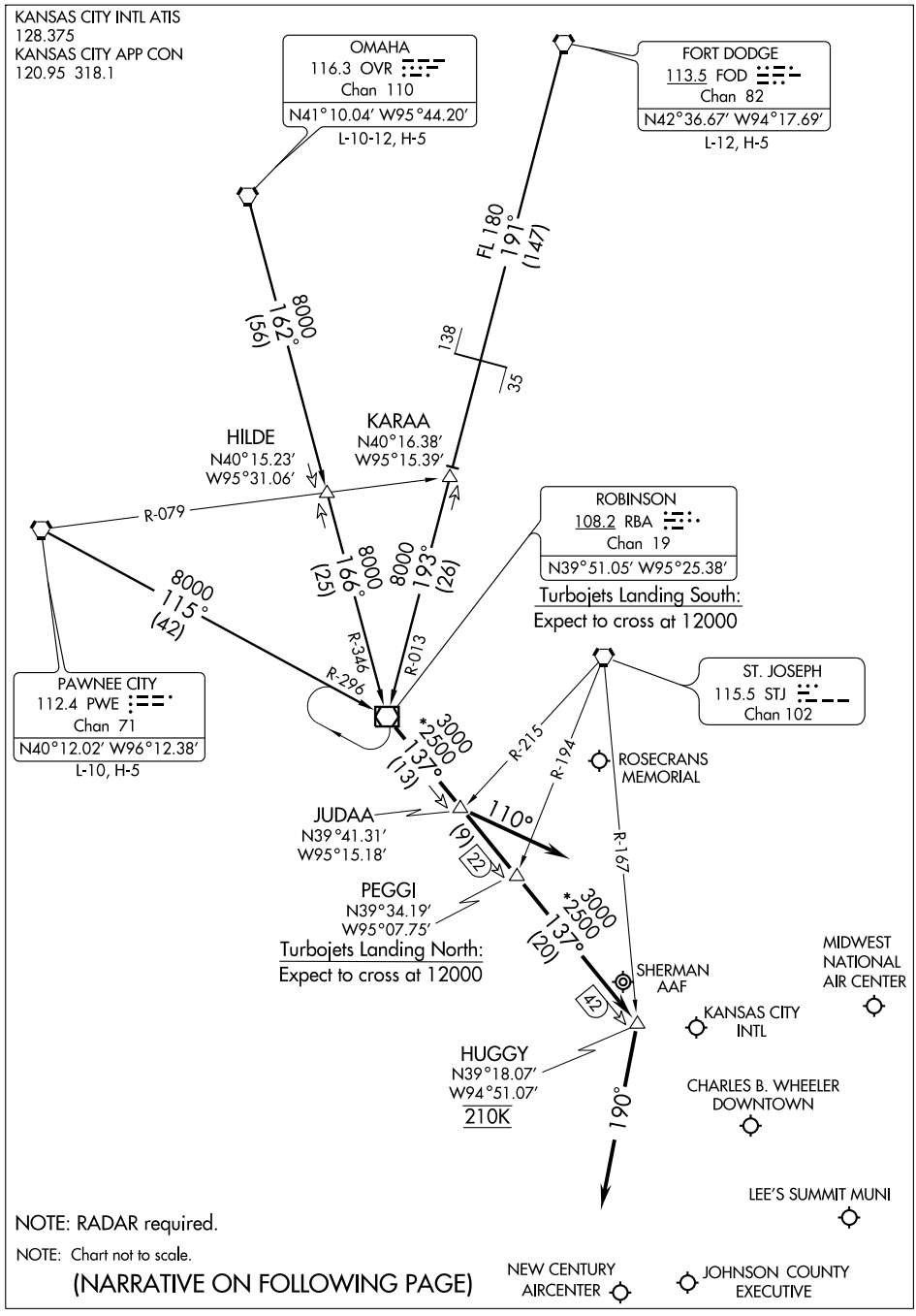
CATEGORY	A	B	C	D
LPV DA	1105-1¼ 329 (400-1¼)			NA
LNAV/ VNAV DA	1341-2 565 (600-2)			NA
LNAV MDA	1260-1 484 (500-1)		1260-1¼ 484 (500-1¼)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

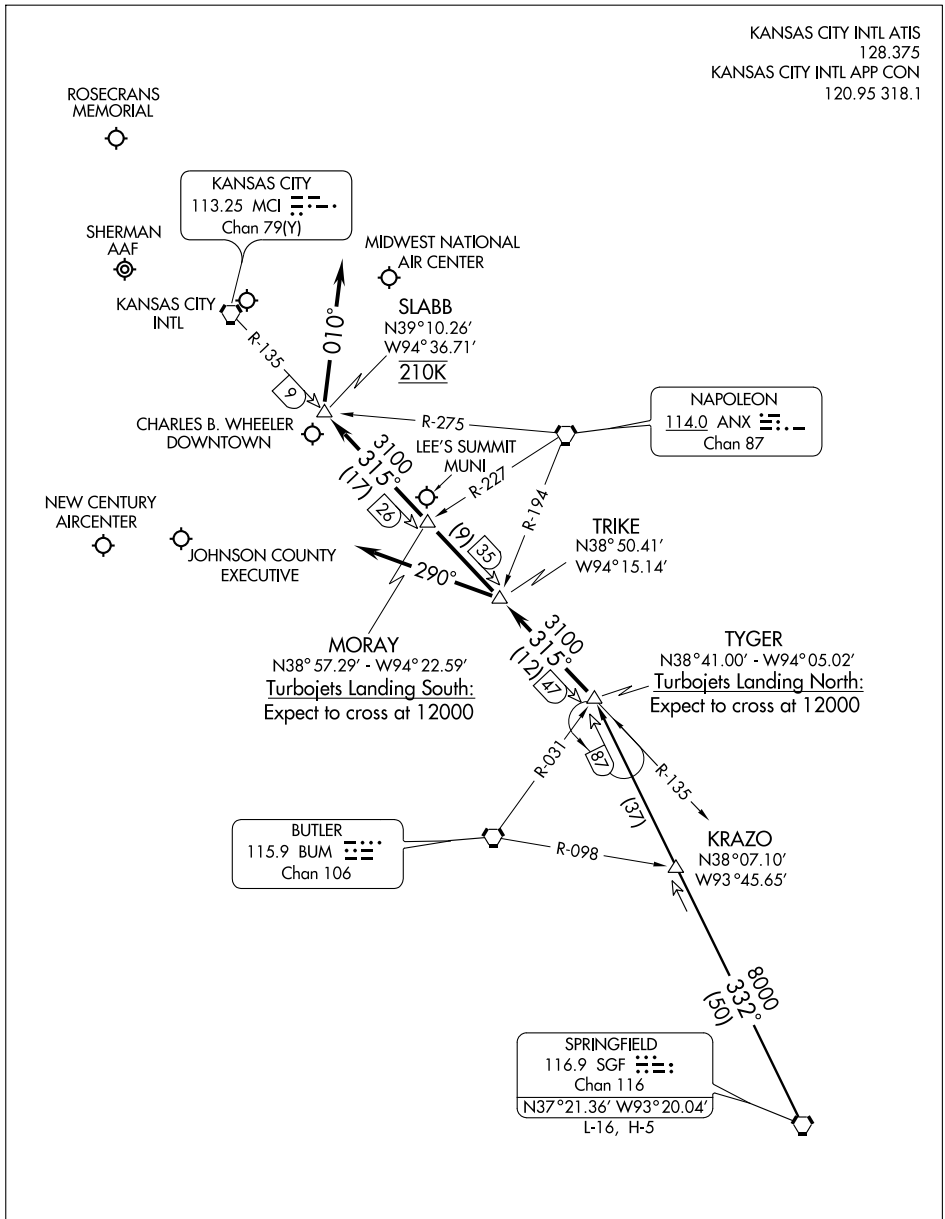
. . . . Expect radar vector to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC DGD	APP CRS	Rwy ldg	3590
109.4	072°	TDZE	1476
Chan 31		Apt Elev	1476

VOR/DME or GPS RWY 8

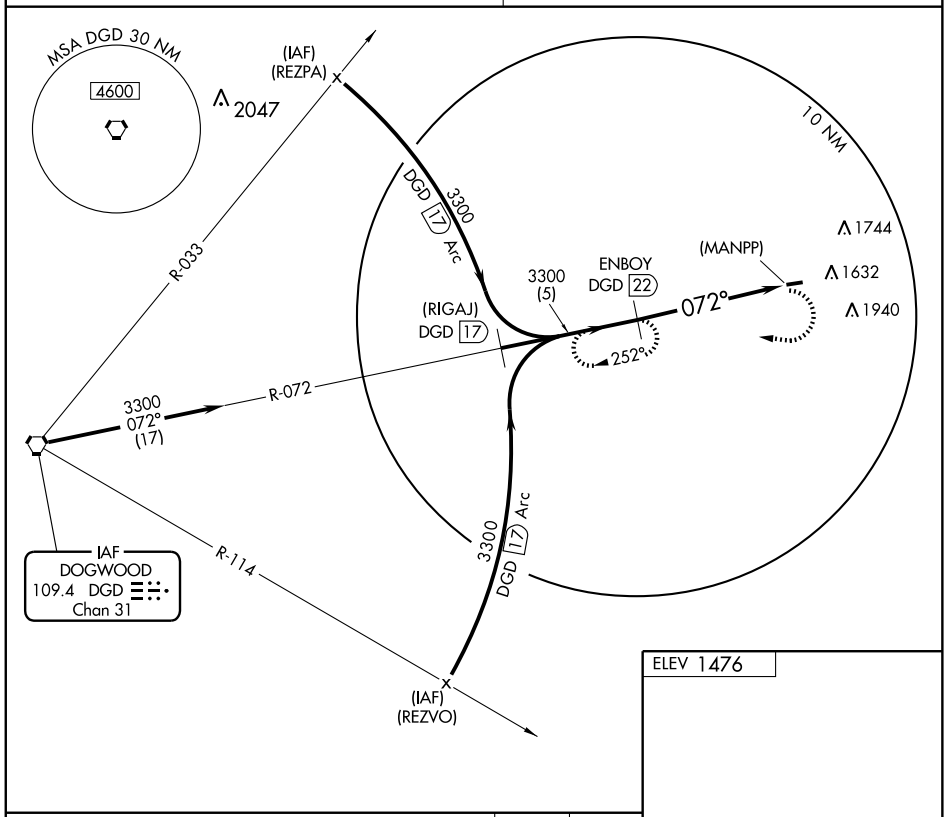
MOUNTAIN GROVE MEMORIAL (1MO)

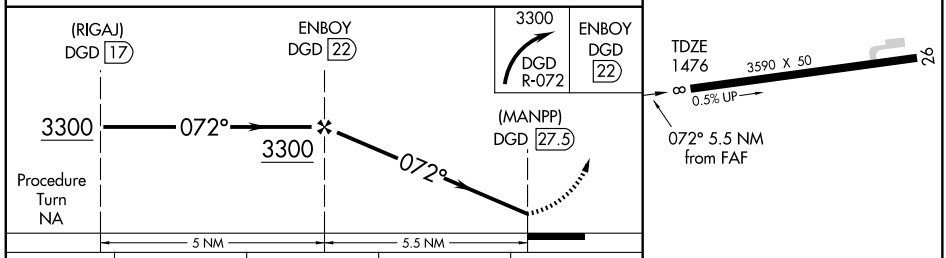
Use Forney AAF altimeter setting; when not available use Springfield altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9





CATEGORY	A	B	C	D
S-8	2100-1 624 (700-1)	2100-1¼ 624 (700-1¼)	NA	
CIRCLING	2120-1 644 (700-1)	2120-1¼ 644 (700-1¼)	NA	

LIRL Rwy 8-26

NC-3, 03 JUN 2010 to 01 JUL 2010

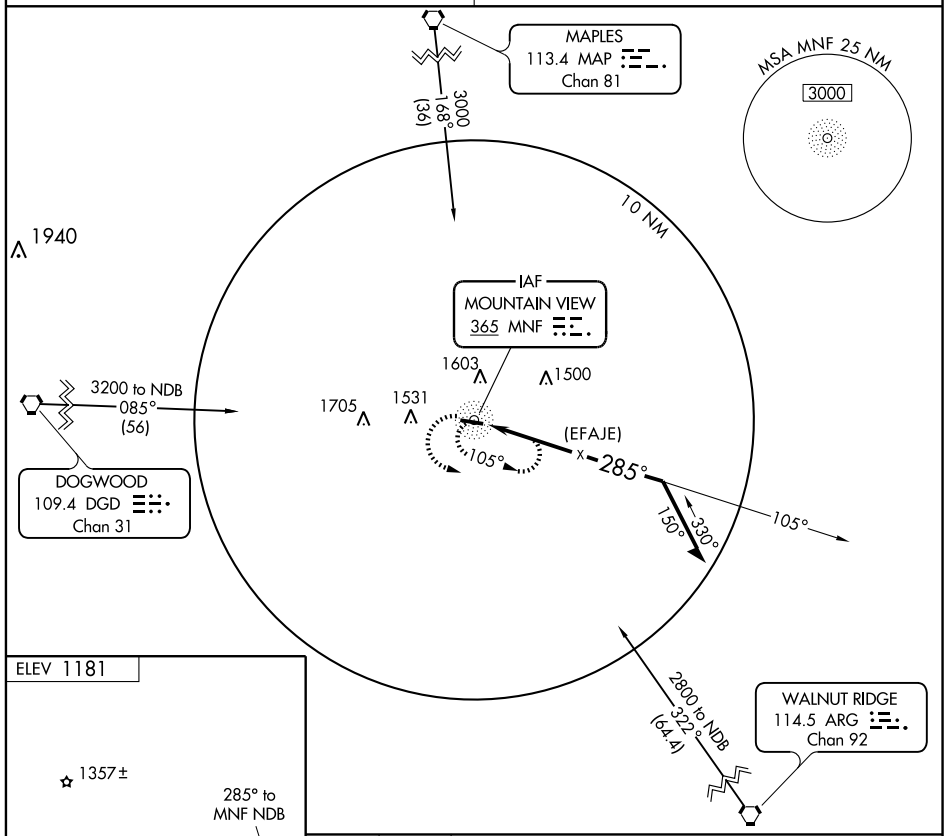
NDB MNF	APP CRS	Rwy ldg	5005
365	285°	TDZE	1165
		Apt Elev	1181

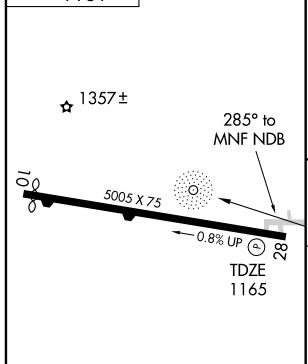
NDB or GPS RWY 28
MOUNTAIN VIEW (MNF)

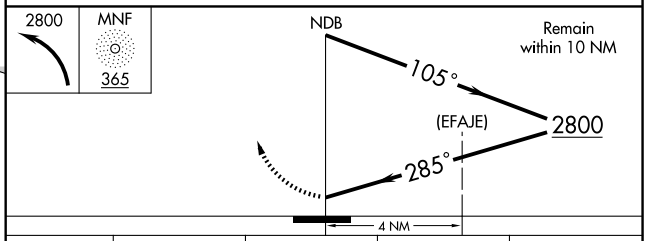
NA Use Forney AAF altimeter setting. When not available procedure NA.

MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	2060-1¼ 895 (900-1¼)		2060-2¾ 895 (900-2¾)	2060-3 895 (900-3)
CIRCLING	2140-1¼ 971 (1000-1¼)	2140-1½ 971 (1000-1½)	2140-3 971 (1000-3)	

MIRL Rwys 10-28

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 99302 W01A	APP CRS 005°	Rwy ldg 5001 TDZE 1255 Apt Elev 1255

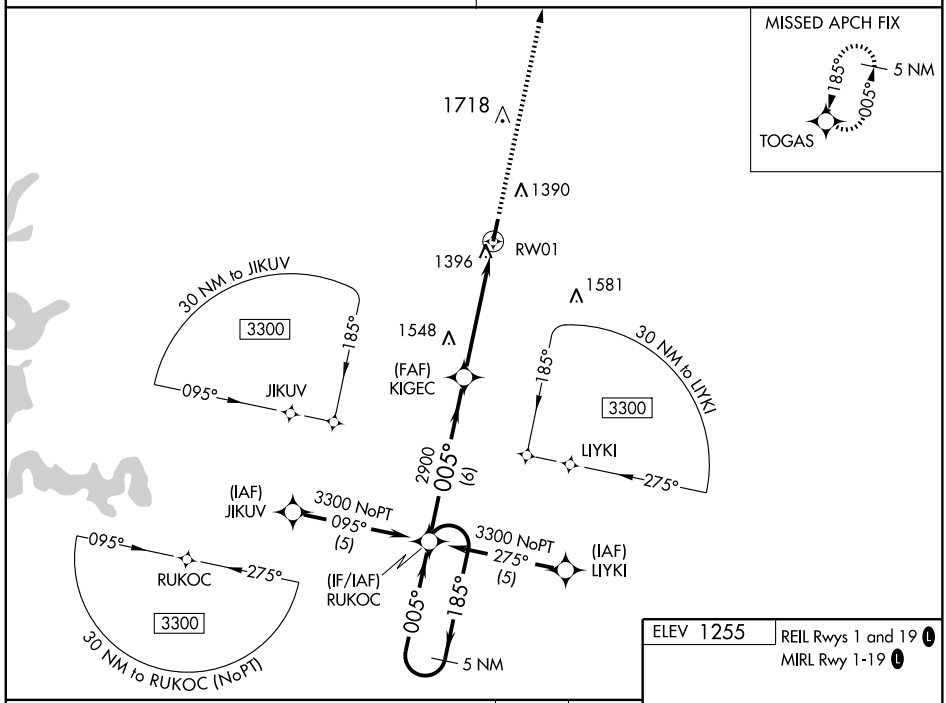
RNAV (GPS) RWY 1
NEOSHO HUGH ROBINSON (EOS)

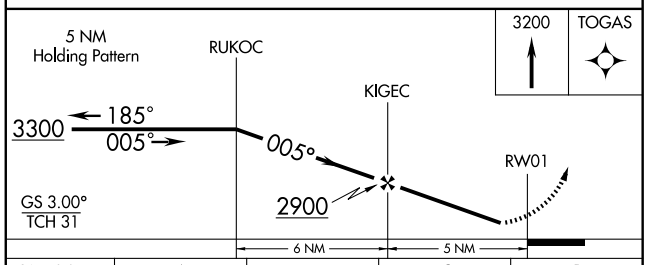
T
A NA

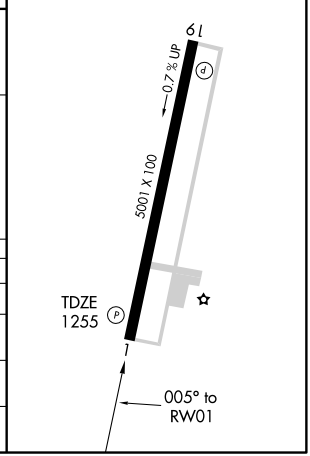
Baro-VNAV NA.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1602-1¼ 347 (400-1¼)			NA
LNAV/VNAV DA	1719-1¾ 464 (500-1¾)			NA
LNAV MDA	1880-1 625 (700-1)		1880-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1 625 (700-1)		1880-1¾ 625 (700-1¾)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

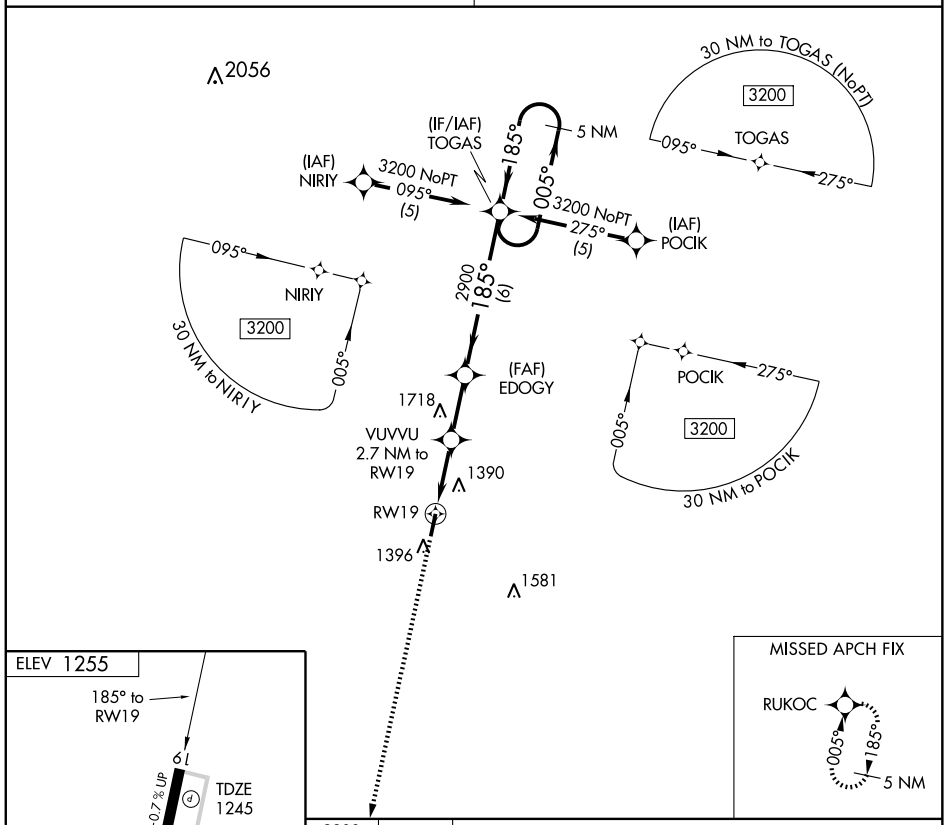
APP CRS	Rwy ldg	5001
185°	TDZE	1245
	Apt Elev	1255

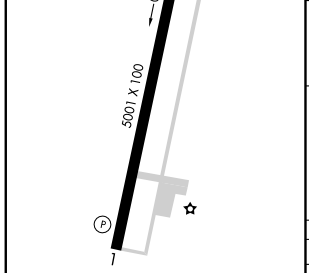
RNAV (GPS) RWY 19
NEOSHO HUGH ROBINSON (EOS)

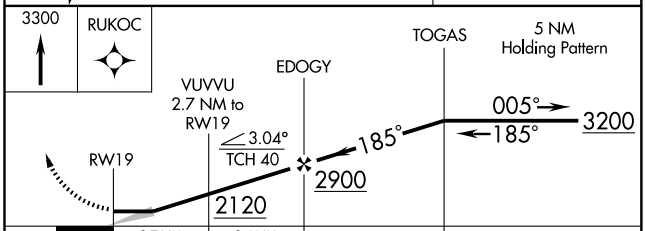
DME/DME RNP-0.3 NA.
NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1720-1 475 (500-1)		1720-1¼ 475 (500-1¼)	NA
CIRCLING	1780-1 525 (600-1)		1820-1½ 565 (600-1½)	NA

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

NC-3, 03 JUN 2010 to 01 JUL 2010

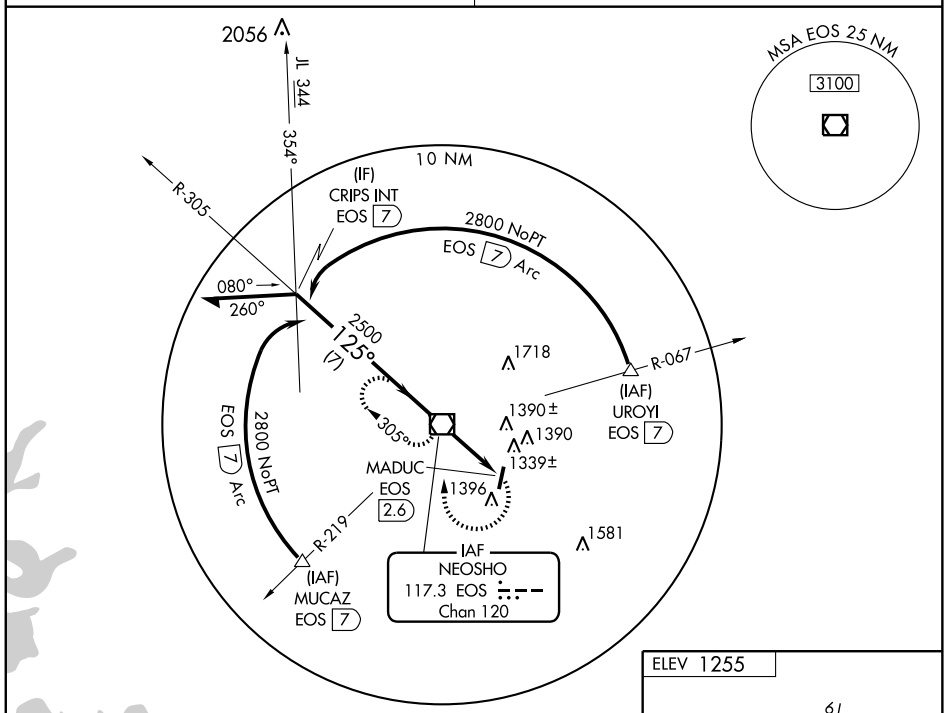
VOR/DME EOS 117.3 Chan 120	APP CRS 125°	Rwy ldg N/A TDZE N/A Apt Elev 1255

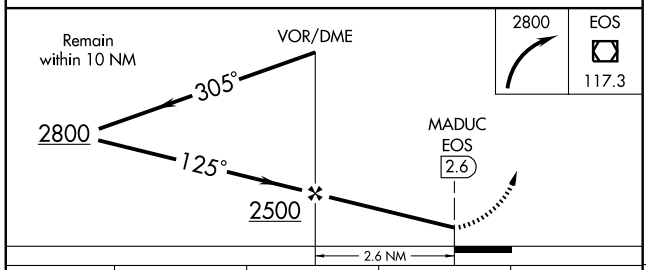
VOR-A
NEOSHO HUGH ROBINSON (EOS)

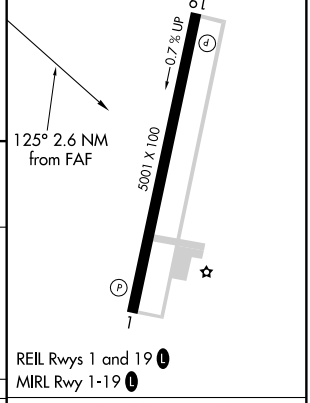
When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1780-1 525 (600-1)		1820-1½ 565 (600-1½)	NA

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

NC-3, 03 JUN 2010 to 01 JUL 2010

NDB EAD 209	APP CRS 210°	Rwy ldg 5000 TDZE 882 Apt Elev 892

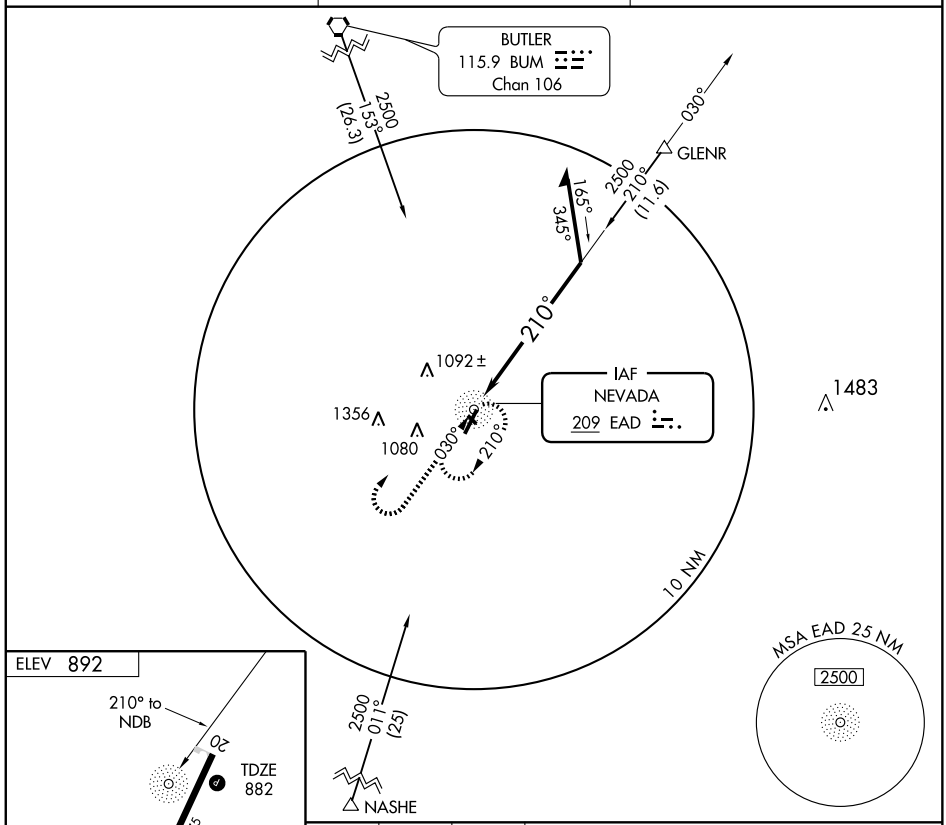
NDB RWY 20
NEVADA MUNI (NVD)

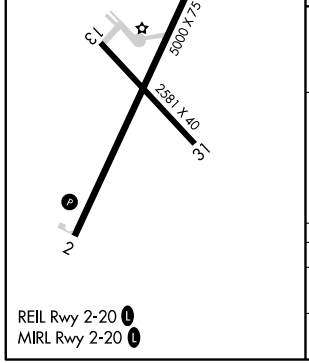
NA

Use Joplin Regional altimeter setting.

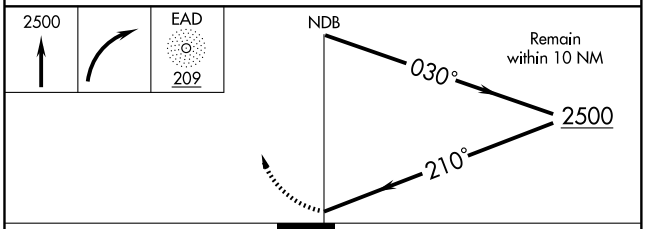
MISSED APPROACH: Climb to 2500 then right turn direct EAD NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L





REIL Rwy 2-20 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-20	1800-1¼	918 (1000-1¼)	1800-2¾ 918 (1000-2¾)	1800-3 918 (1000-3)
CIRCLING	1800-1¼	908 (1000-1¼)	1800-2¾ 908 (1000-2¾)	1800-3 908 (1000-3)

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC BUM 115.9 Chan 106	APP CRS 154°	Rwy ldg N/A TDZE N/A Apt Elev 892

VOR/DME or GPS-A

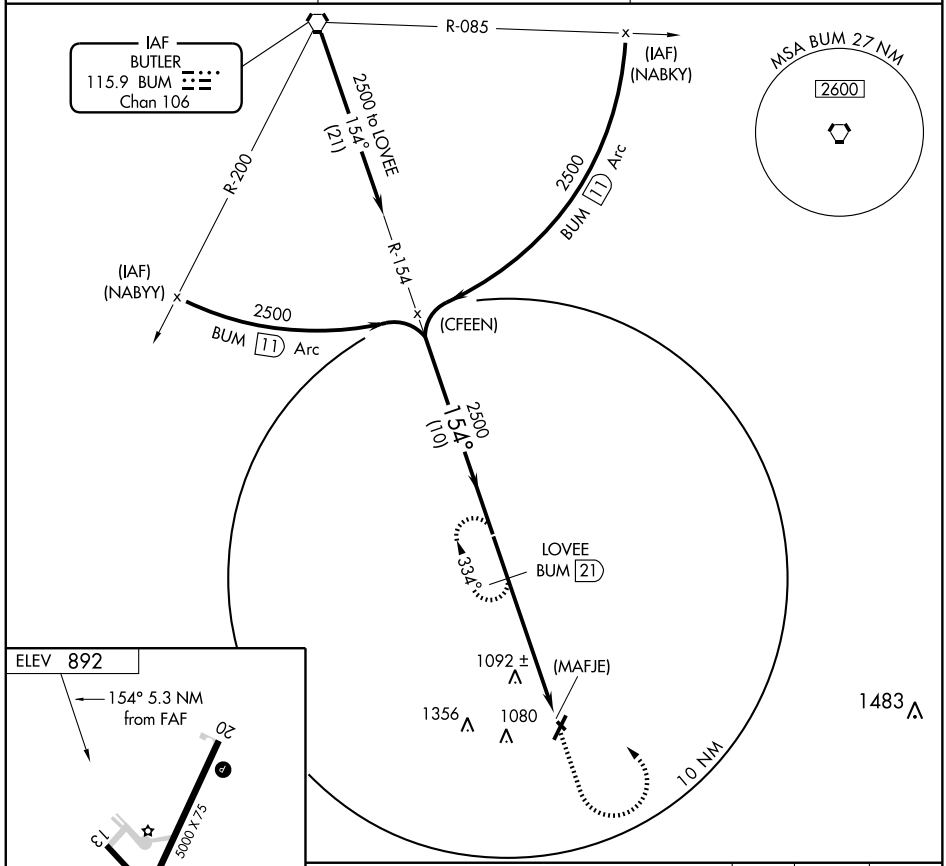
NEVADA MUNI (NVD)

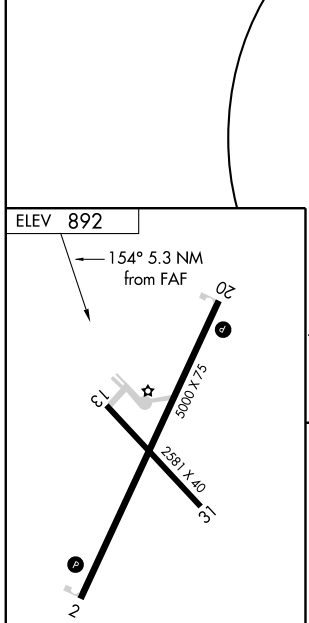
NA

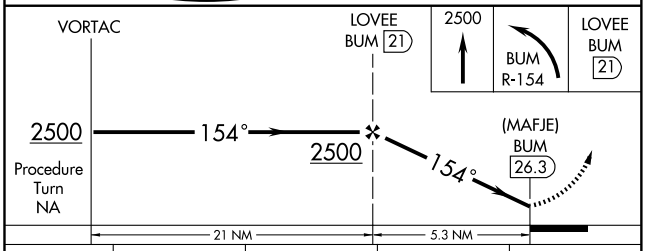
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE 21 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1560-1 668 (700-1)	1560-1¼ 668 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)

REIL Rwy 2-20 L

MIRL Rwy 2-20 L

VORTAC BUM 115.9 Chan 106	APP CRS 200°	Rwy ldg 5000 TDZE 882 Apt Elev 892

VOR/DME RNAV or GPS RWY 20

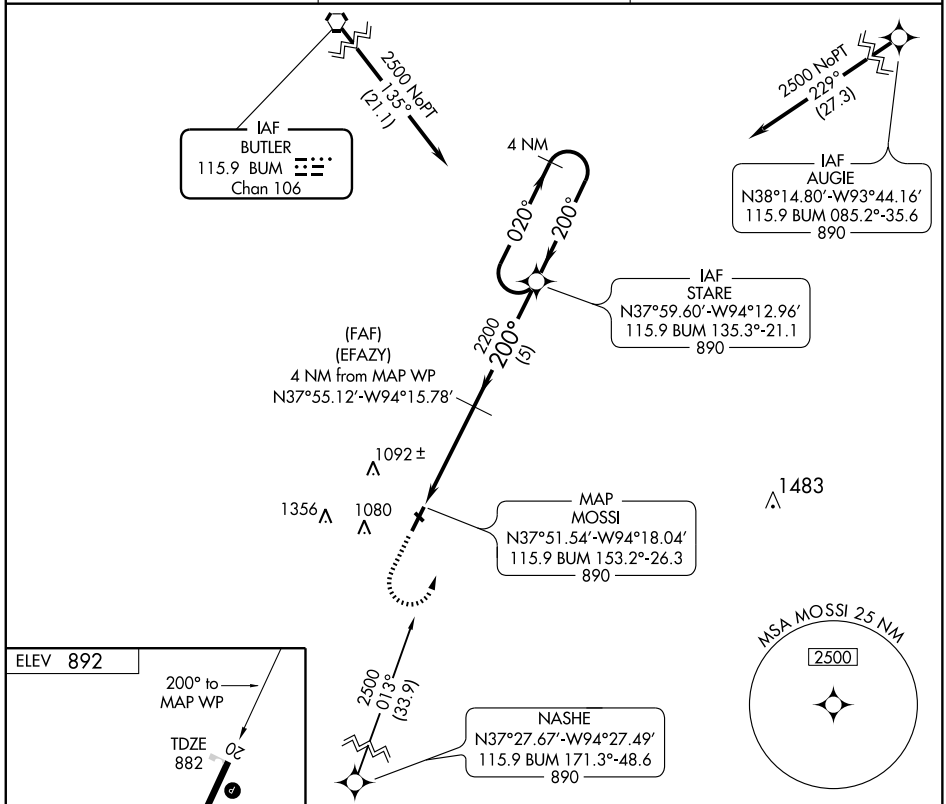
NEVADA MUNI (NVD)

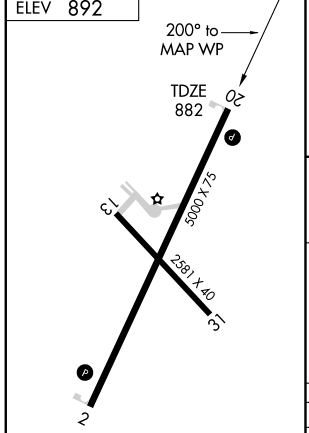
NA

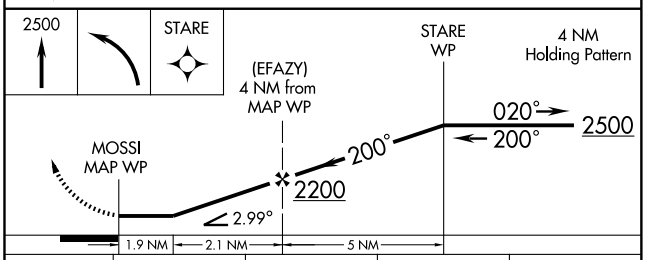
Use Joplin Regional altimeter setting.

MISSED APPROACH: Climb to 2500 then left turn direct STARE WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	1540-1 658 (700-1)	1540-1¼ 658 (700-1¼)	1540-1¾ 658 (700-1¾)	1540-2 658 (700-2)
CIRCLING	1540-1 648 (700-1)	1540-1¼ 648 (700-1¼)	1580-2 688 (700-2)	1580-2¼ 688 (700-2¼)

REIL Rwy 2-20 L

MIRL Rwy 2-20 L

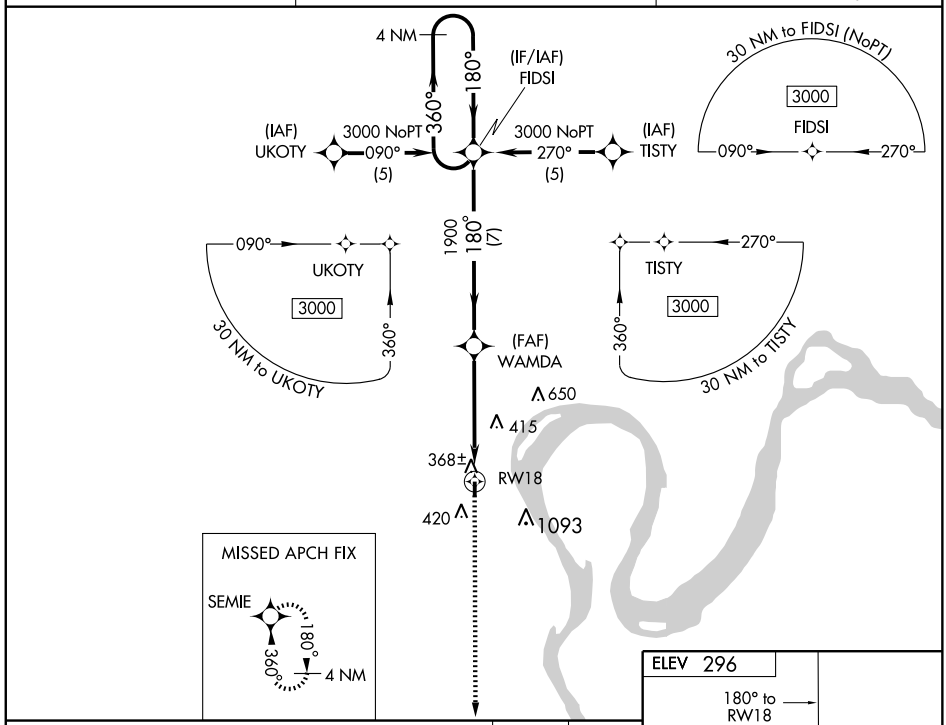
WAAS CH 82114 W18A	APP CRS 180°	Rwy ldg 3200 TDZE 295 Apt Elev 296

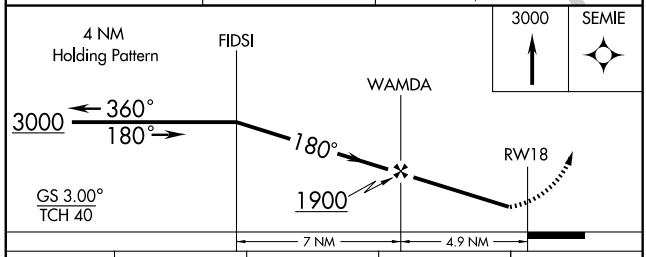
RNAV (GPS) RWY 18
NEW MADRID/COUNTY MEMORIAL (EIW)

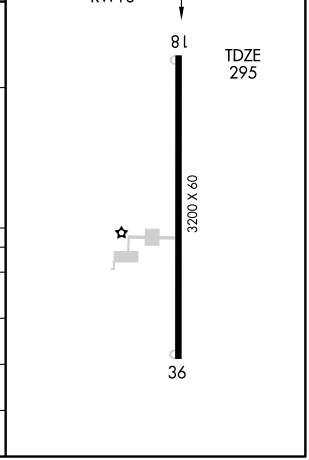
Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	628-1¼	333 (400-1¼)	NA	
LNAV/VNAV DA	1016-2½	721 (800-2½)	NA	
LNAV MDA	800-1	505 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	

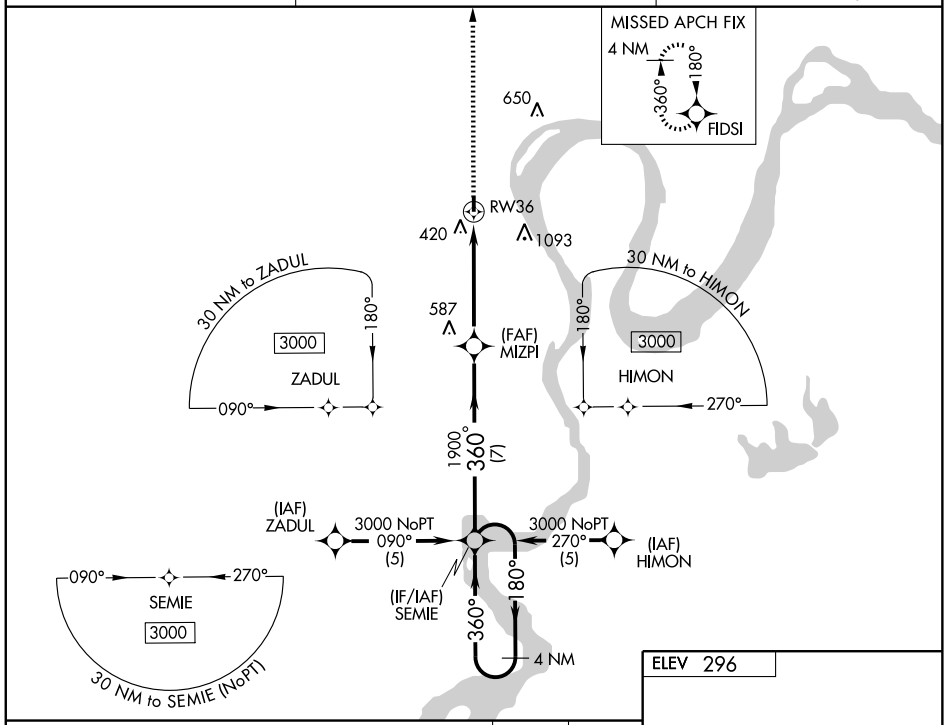
WAAS CH 56414 W36A	APP CRS 360°	Rwy ldg 3200 TDZE 296 Apt Elev 296

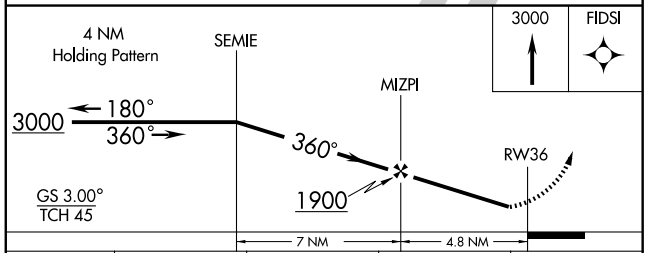
RNAV (GPS) RWY 36
NEW MADRID/COUNTY MEMORIAL (EIW)

T NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

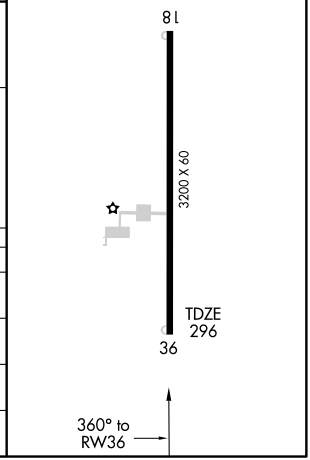
MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L





ELEV 296



CATEGORY	A	B	C	D
LPV DA	668-1¼	372 (400-1¼)	NA	
LNAV/VNAV DA	900-2¼	604 (700-2¼)	NA	
LNAV MDA	820-1	524 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	

VORTAC MAW	APP CRS	Rwy Idg	N/A
111.2	091°	TDZE	N/A
Chan 49		Apt Elev	296

VOR/DME-A

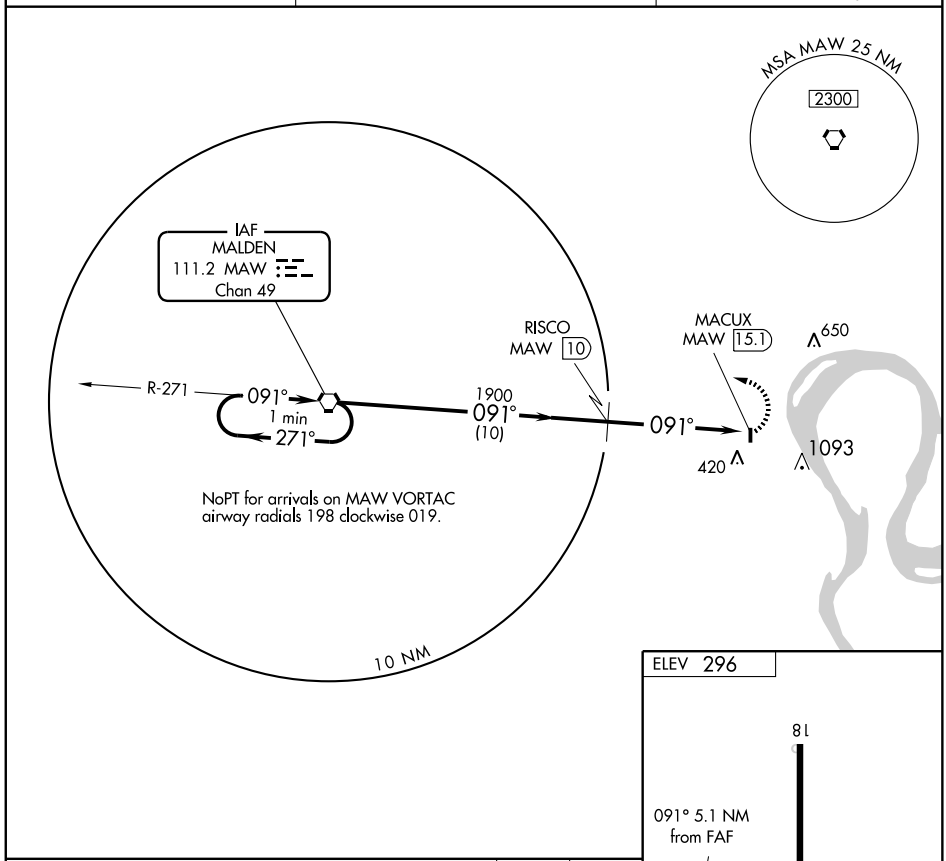
NEW MADRID/COUNTY MEMORIAL (EIW)

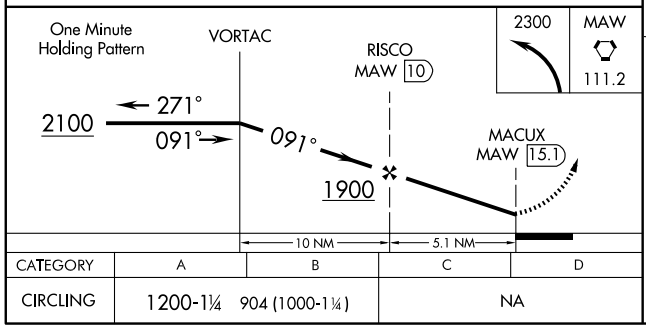
Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.

NA

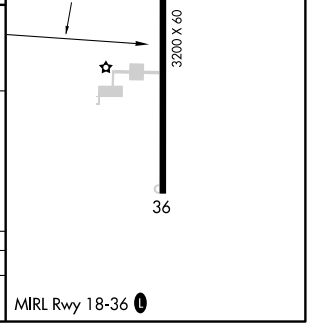
MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1200-1¼ 904 (1000-1¼)		NA	



NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3205
140°	TDZE	875
	Apt Elev	875

RNAV (GPS) RWY 14

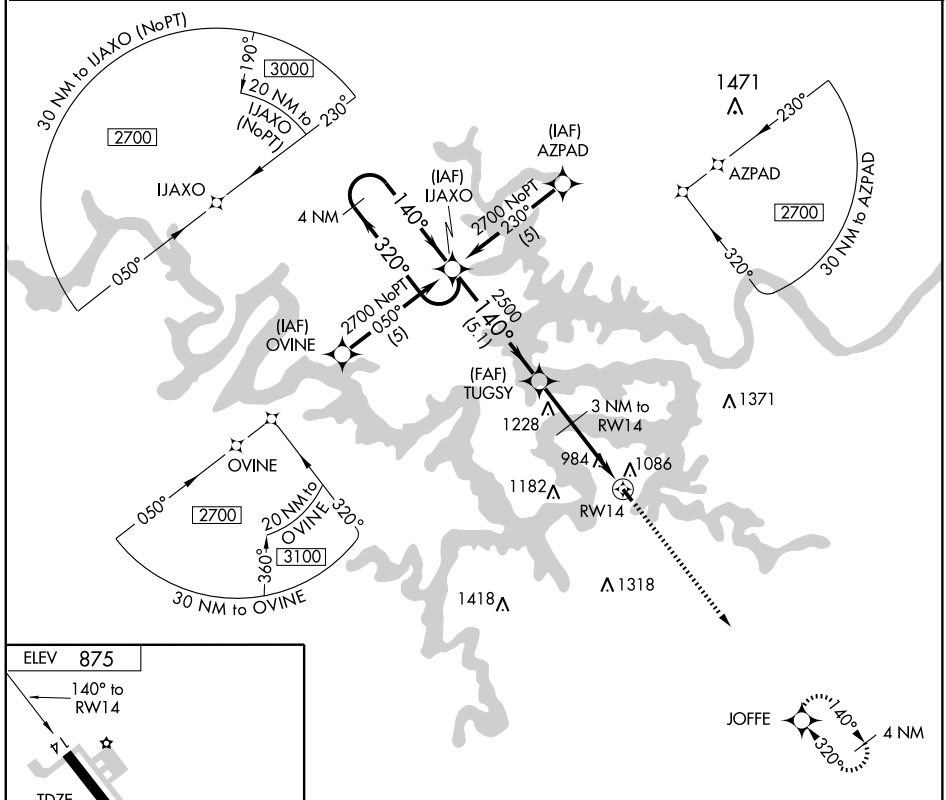
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

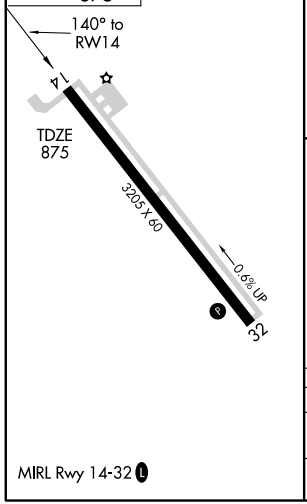
T NA

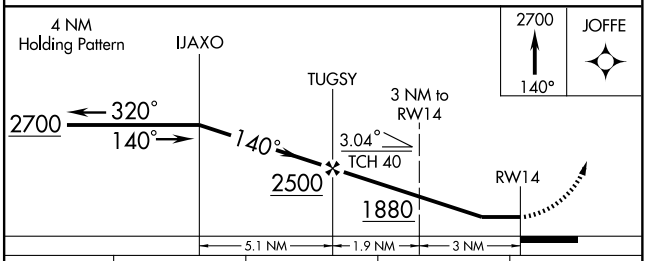
Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 140° course to JOFFE WP and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 525 (600-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

APP CRS	Rwy ldg	3205
320°	TDZE	875
	Apt Elev	875

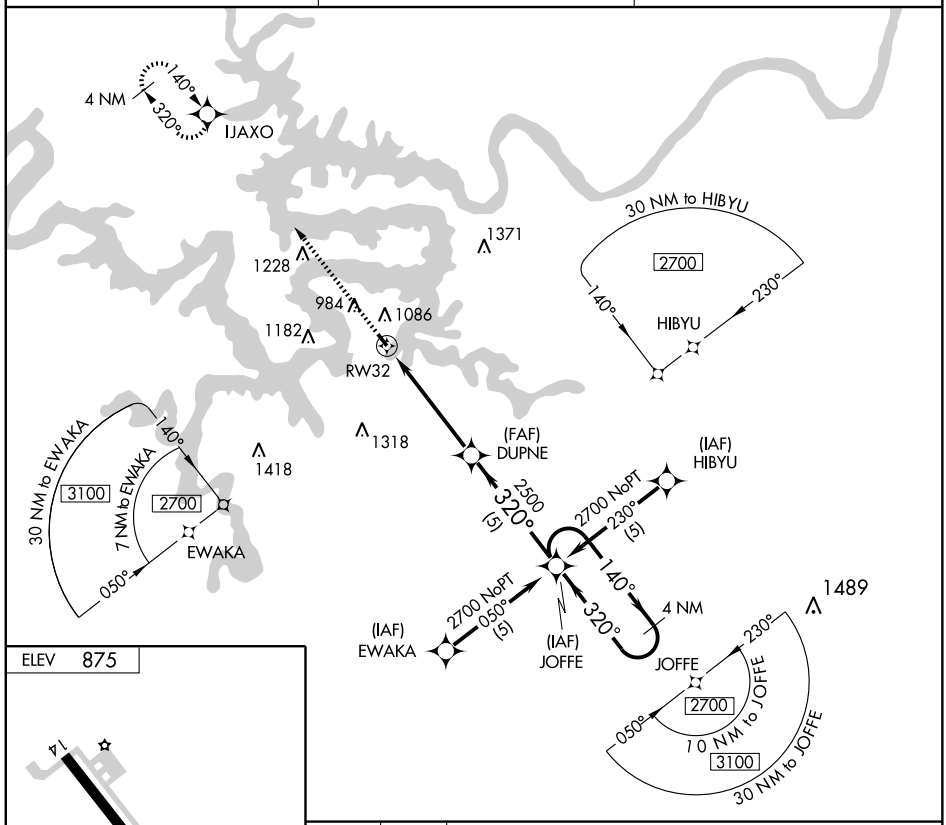
RNAV (GPS) RWY 32

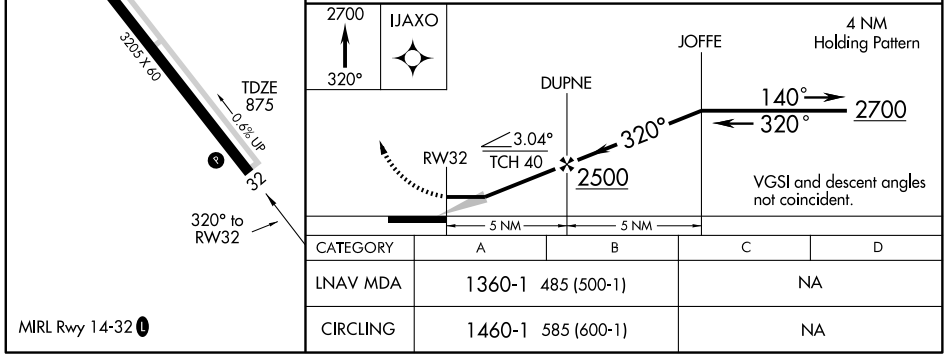
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

Use Lee C. Fine Memorial altimeter setting.
NA
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 320° course to IJAXO WP and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1 485 (500-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

MIRL Rwy 14-32 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME SHY	APP CRS	Rwy ldg	3205
108.4	313°	TDZE	875
Chan 21		Apt Elev	875

VOR RWY 32

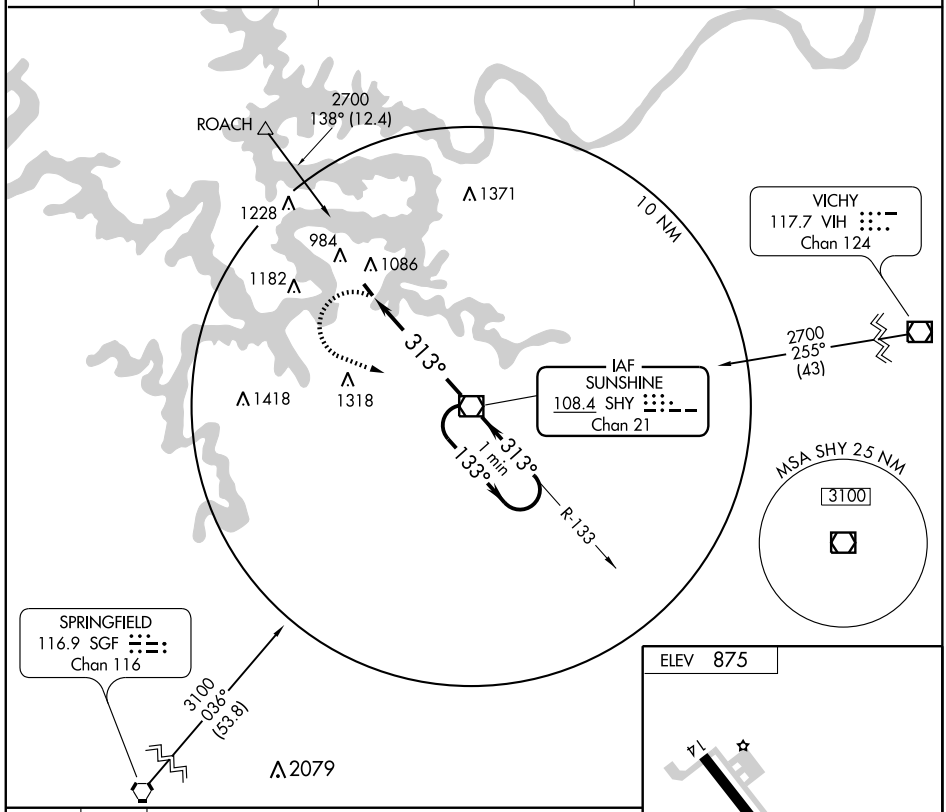
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

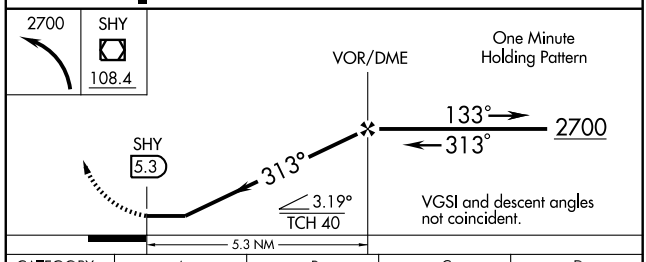
NA

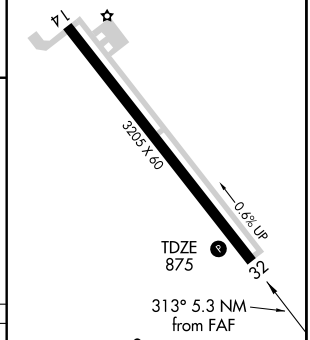
Use Lee C. Fine Memorial altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1320-1 445 (500-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3. 03 JUN 2010 to 01 JUL 2010

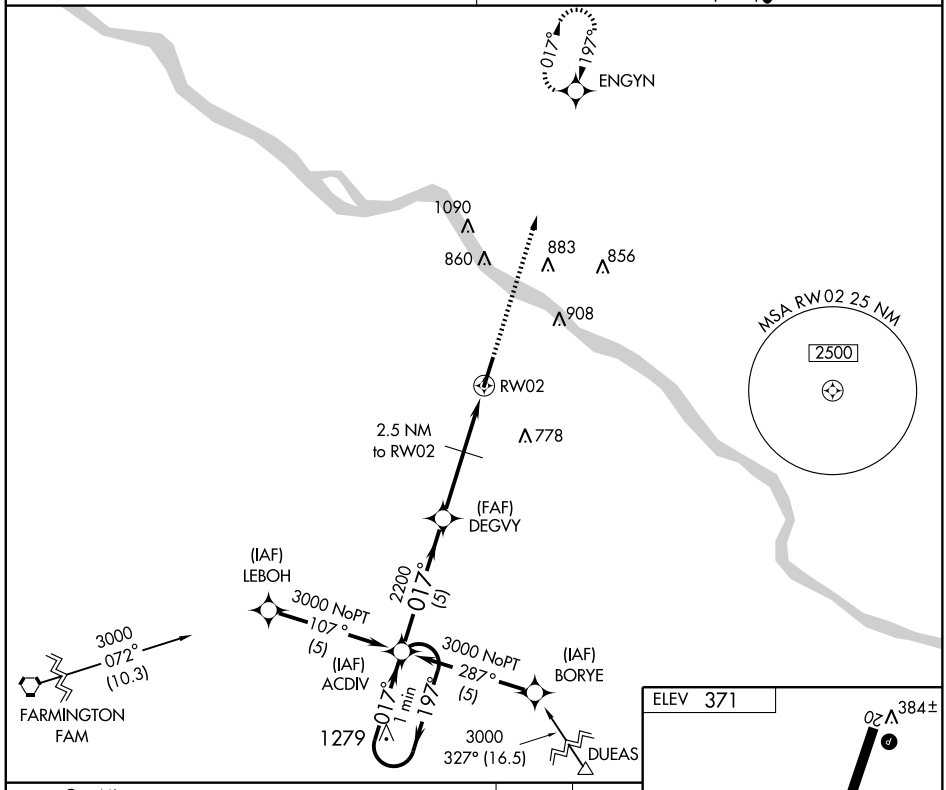
APP CRS	Rwy ldg	6483
017°	TDZE	370
	Apt Elev	371

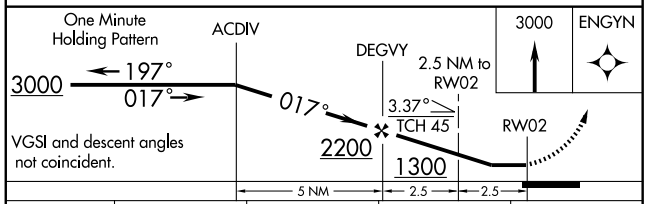
GPS RWY 2
PERRYVILLE MUNI (KØ2)

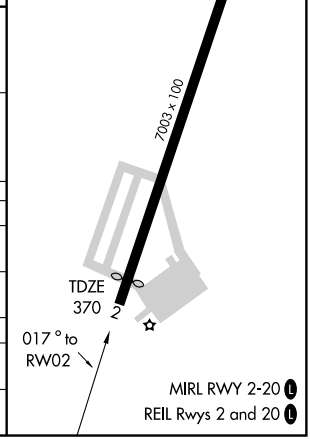
NA Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 3000 direct ENGYN WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	980-1 610 (700-1)		980-1¾ 610 (700-1¾)	980-2 610 (700-2)
CIRCLING	980-1 609 (700-1)		1020-1¾ 649 (700-1¾)	1020-2 649 (700-2)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-2	1080-1 710 (800-1)		1080-2 710 (800-2)	1080-2¼ 710 (800-2¼)
CIRCLING	1080-1 709 (800-1)		1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)

NC-3, 03 JUN 2010 to 01 JUL 2010

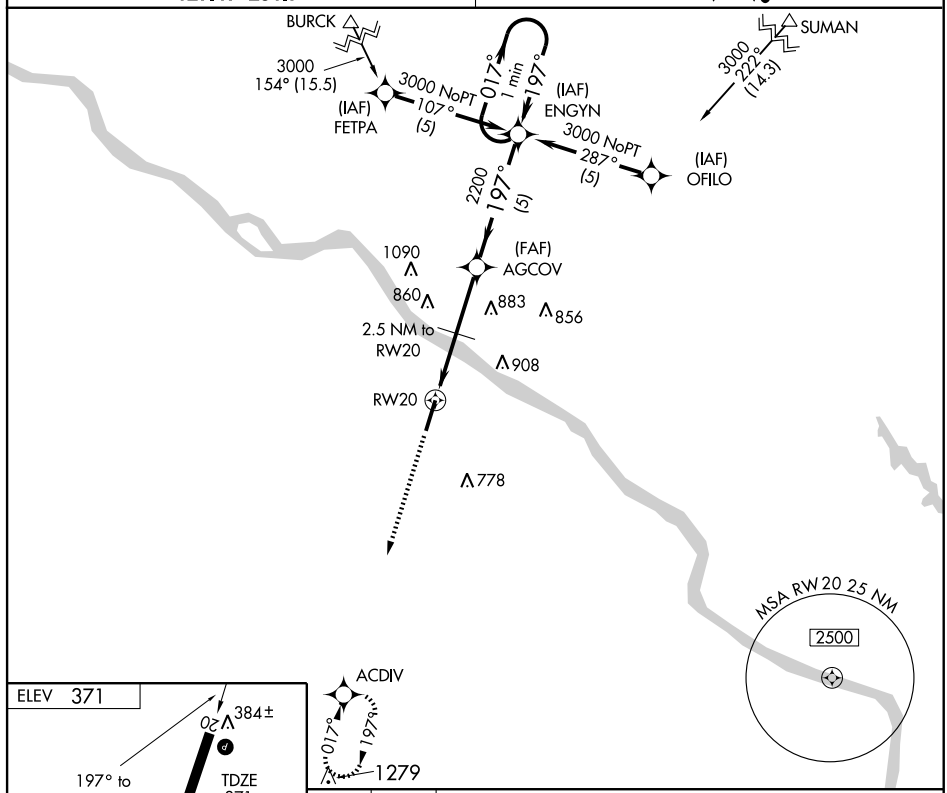
APP CRS	Rwy ldg	7003
197°	TDZE	371
	Apt Elev	371

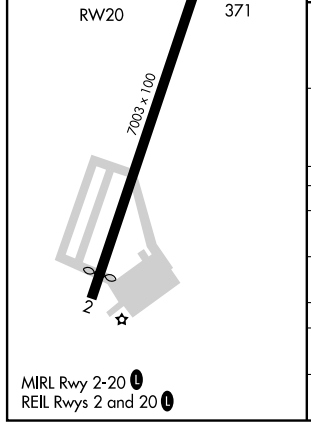
GPS RWY 20
PERRYVILLE MUNI (KØ2)

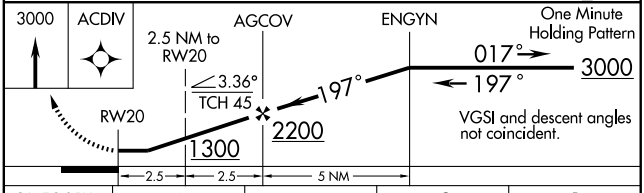
NA Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	980-1 609 (700-1)		980-1¾ 609 (700-1¾)	980-2 609 (700-2)
CIRCLING	980-1 609 (700-1)		1020-1¾ 649 (700-1¾)	1020-2 649 (700-2)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-20	1080-1 709 (800-1)		1080-2 709 (800-2)	1080-2¼ 709 (800-2¼)
CIRCLING	1080-1 709 (800-1)		1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC FAM 115.7 Chan 104	APP CRS 056°	Rwy ldg N/A TDZE N/A Apt Elev 371

VOR/DME or GPS-A

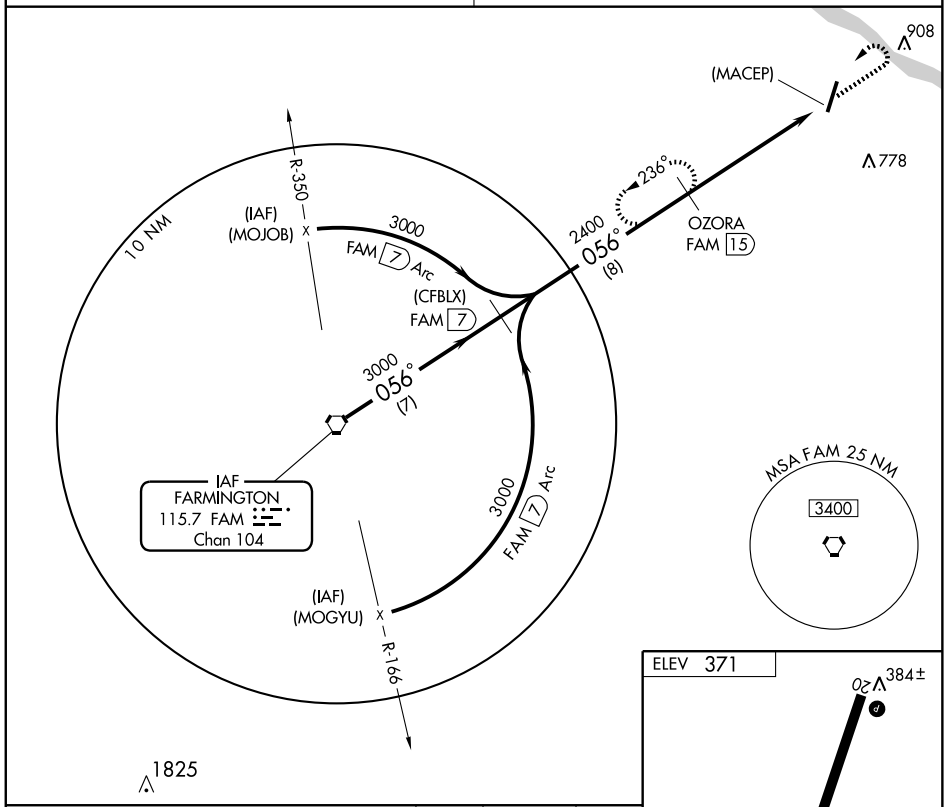
PERRYVILLE MUNI (KØ2)

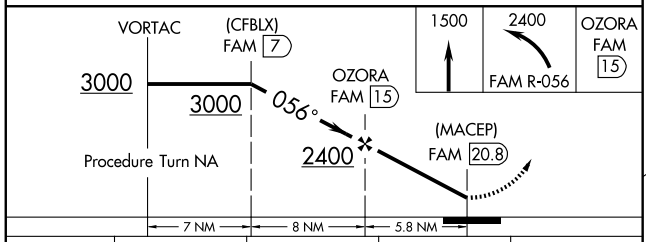
NA Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting.

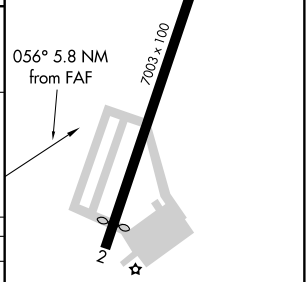
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via FAM R-056 to OZORA 15 DME and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1020-1 649 (700-1)	1020-1¼ 649 (700-1¼)	1020-1¾ 649 (700-1¾)	1100-2¼ 729 (800-2¼)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
CIRCLING	1160-1 789 (800-1)	1160-1¼ 789 (800-1¼)	1160-2¼ 789 (800-2¼)	1260-3 889 (900-3)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

NC-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	7003
196°	TDZE	371
	Apt Elev	371

VOR/DME RNAV RWY 20

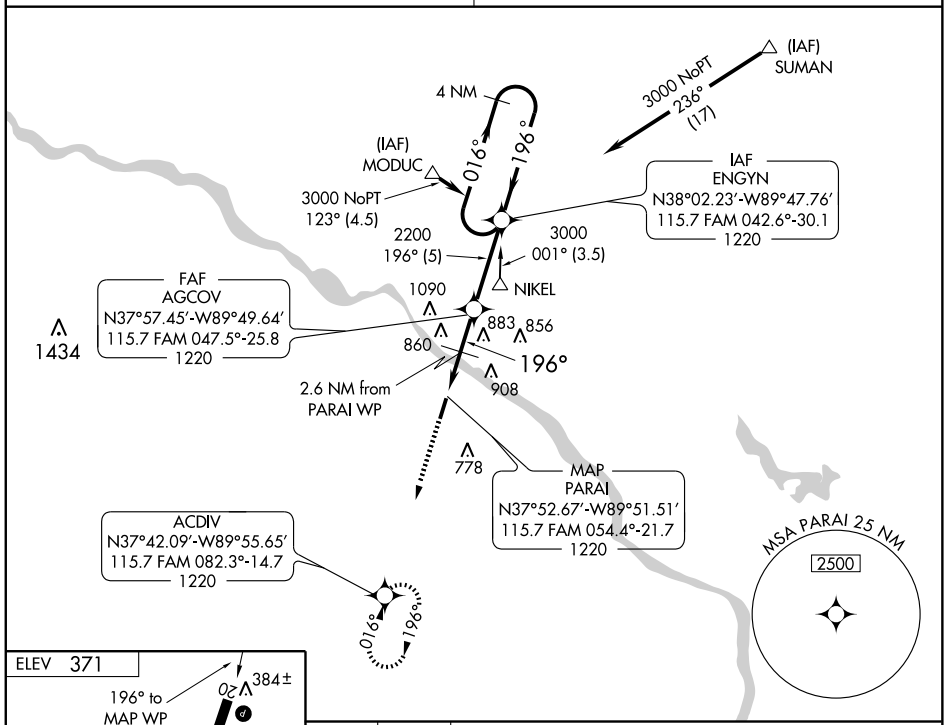
PERRYVILLE MUNI (KØ2)

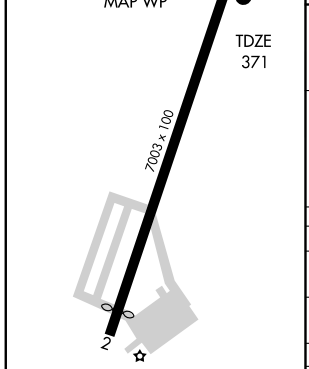
NA

Obtain local altimeter setting on CTAF, when not received, use Cape Girardeau altimeter setting.

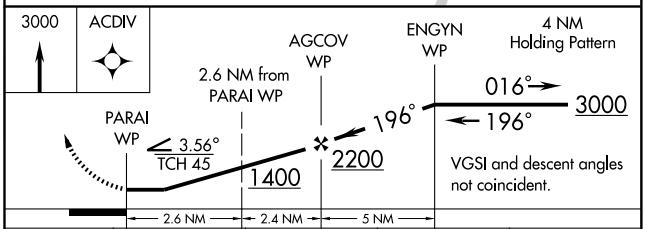
MISSED APPROACH: Climb to 3000 direct ACDIV WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	**122.8** (CTAF) L





REIL Rwy 2 and 20 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-20	1120-1 749 (800-1)	1120-1¼ 749 (800-1¼)	1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)
CIRCLING	1120-1 749 (800-1)	1120-1¼ 749 (800-1¼)	1120-2¼ 749 (800-2¼)	1120-2½ 749 (800-2½)
CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS				
S-20	1220-1 849 (900-1)	1220-1¼ 849 (900-1¼)	1220-2½ 849 (900-2½)	1220-2¾ 849 (900-2¾)
CIRCLING	1220-1 849 (900-1)	1220-1¼ 849 (900-1¼)	1220-2½ 849 (900-2½)	1220-2¾ 849 (900-2¾)

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3625
116°	TDZE	938
	Apt Elev	938

GPS RWY 11

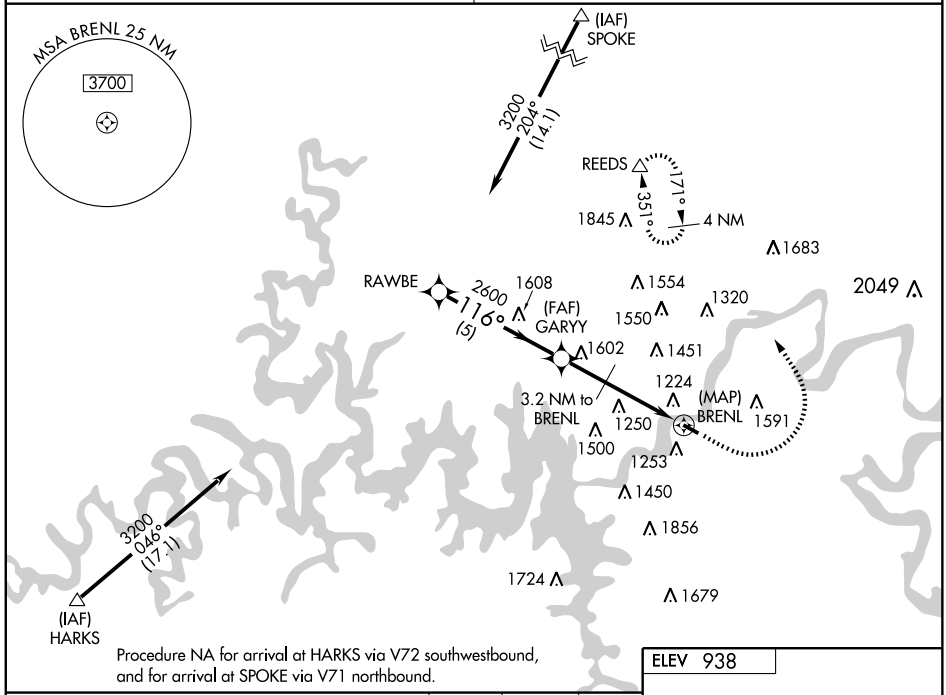
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

NA

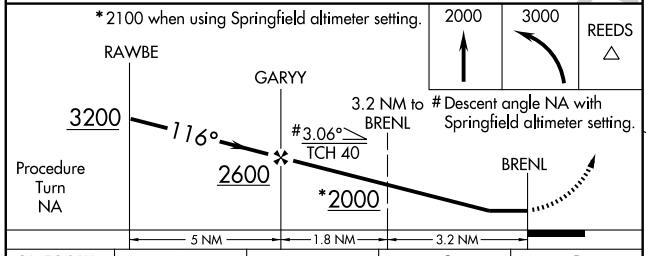
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.

SPRINGFIELD APP CON	UNICOM
126.35	122.7 (CTAF) L



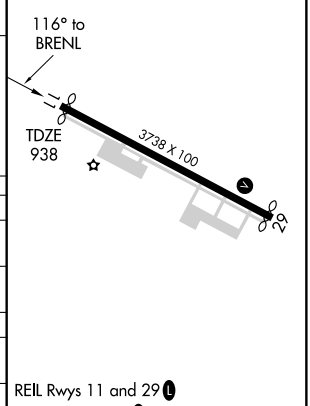
Procedure NA for arrival at HARKS via V72 southwestbound, and for arrival at SPOKE via V71 northbound.

*2100 when using Springfield altimeter setting.



CATEGORY	A	B	C	D
S-11	1520-1 582 (600-1)		1520-1½ 582 (600-1½)	NA
CIRCLING	1600-1 662 (700-1)		1600-1¾ 662 (700-1¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-11	1660-1 722 (800-1)		1660-2 722 (800-2)	NA
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	NA

ELEV 938



REIL Rwys 11 and 29 L

MIRL Rwy 11-29 L

NC-3. 03 JUN 2010 to 01 JUL 2010

POINT LOOKOUT, MISSOURI

AL-5750 (FAA)

VORTAC DGD	APP CRS	Rwy ldg	3652
109.4	293°	TDZE	938
Chan 31		Apt Elev	938

VOR/DME RNAV or GPS RWY 29

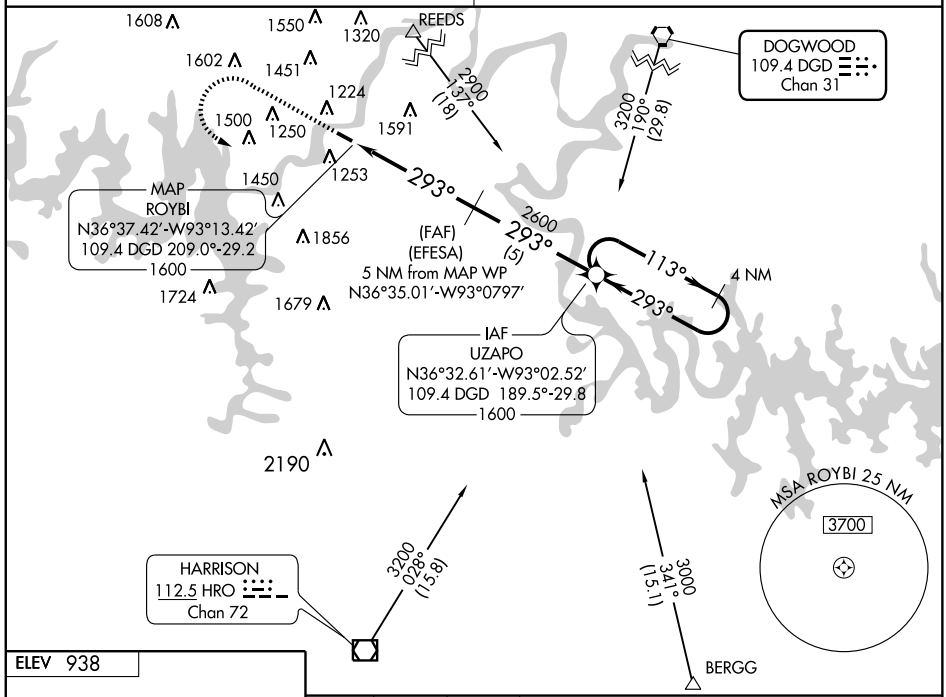
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

T NA Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

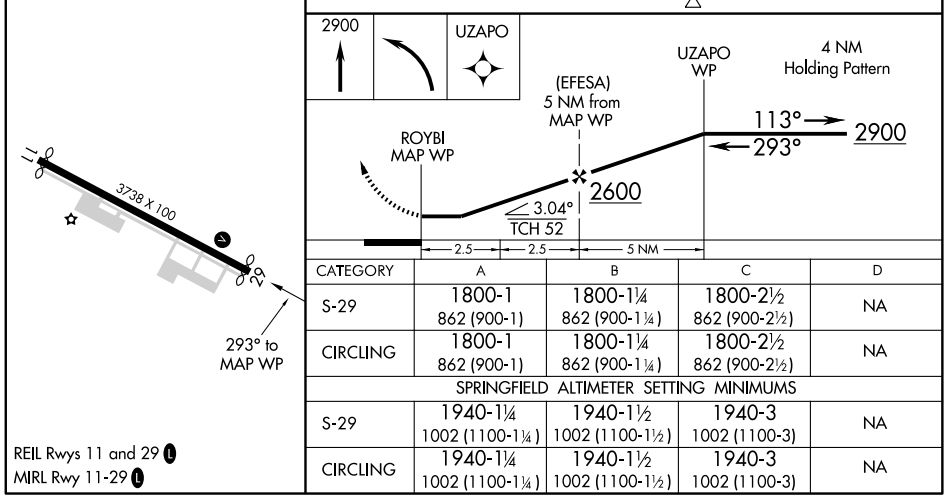
MISSED APPROACH: Climb to 2900 then left turn direct UZAPO WP and hold.

SPRINGFIELD APP CON **126.35**

UNICOM **122.7** (CTAF) L



ELEV 938



CATEGORY	A	B	C	D
S-29	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
CIRCLING	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-29	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA
CIRCLING	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA

REIL Rwys 11 and 29 L

MIRL Rwy 11-29 L

NC-3, 03 JUN 2010 to 01 JUL 2010

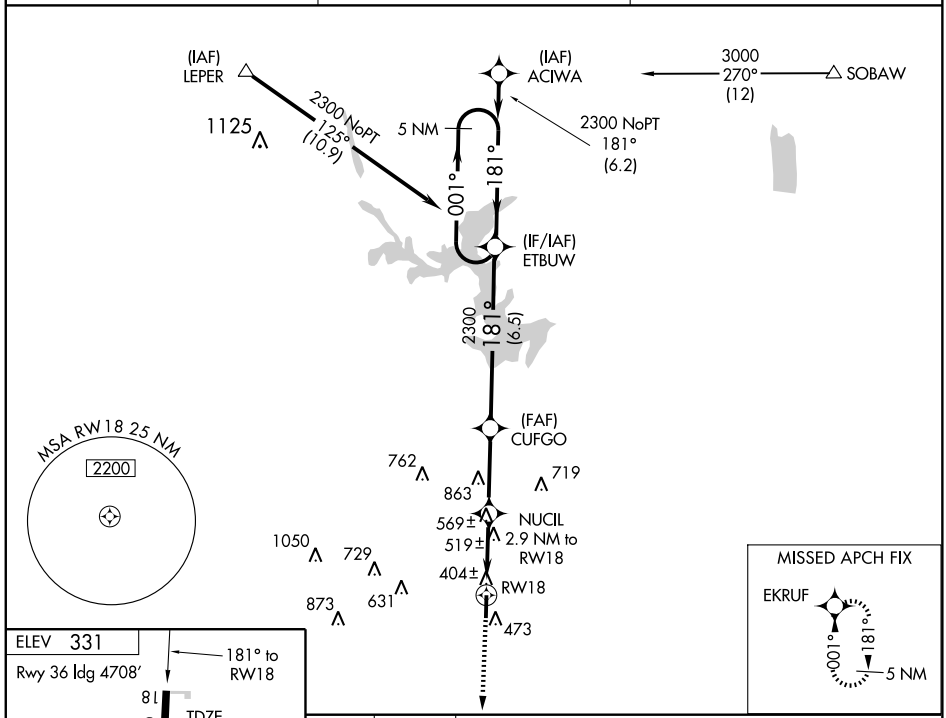
WAAS CH 97499 W18A	APP CRS 181°	Rwy ldg 5008 TDZE 331 Apt Elev 331

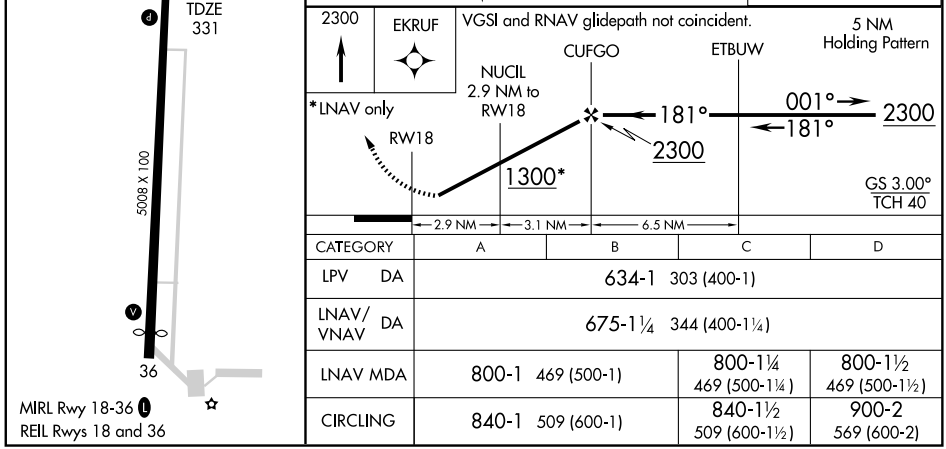
RNAV (GPS) RWY 18
POPLAR BLUFF MUNI (POF)

Baro-VNAV NA when using Cape Girardeau altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	634-1 303 (400-1)			
LNAV/VNAV DA	675-1¼ 344 (400-1¼)			
LNAV MDA	800-1 469 (500-1)		800-1¼ 469 (500-1¼)	800-1½ 469 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 56399 W36A	APP CRS 001°	Rwy ldg 4708 TDZE 331 Apt Elev 331

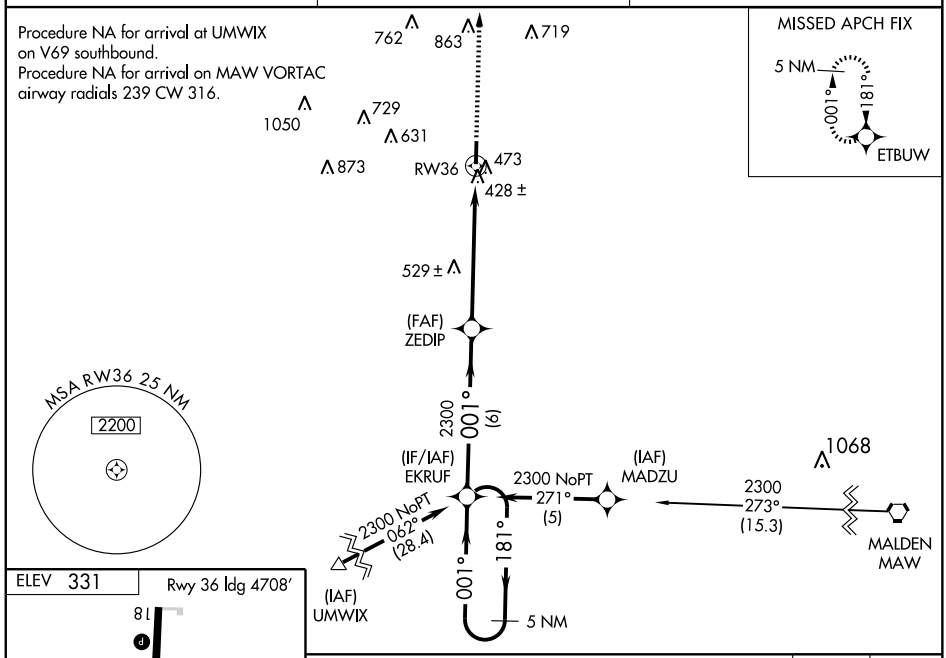
RNAV (GPS) RWY 36
POPLAR BLUFF MUNI (POF)

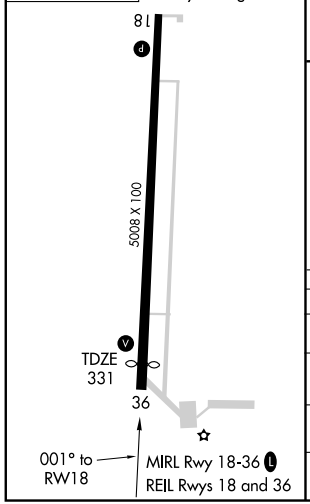
Baro-VNAV NA when using Cape Girardeau altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.
VDP NA when using Cape Girardeau altimeter setting.

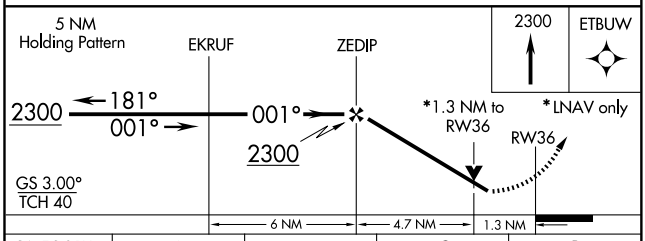
MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L

Procedure NA for arrival at UMWIX on V69 southbound.
Procedure NA for arrival on MAW VORTAC airway radials 239 CW 316.







CATEGORY	A	B	C	D
LPV DA	669-1¼ 338 (400-1¼)			
LNAV/VNAV DA	773-1½ 442 (500-1½)			
LNAV MDA	780-1 449 (500-1)		780-1¼ 449 (500-1¼)	780-1½ 449 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

POPLAR BLUFF, MISSOURI

AL-5622 (FAA)

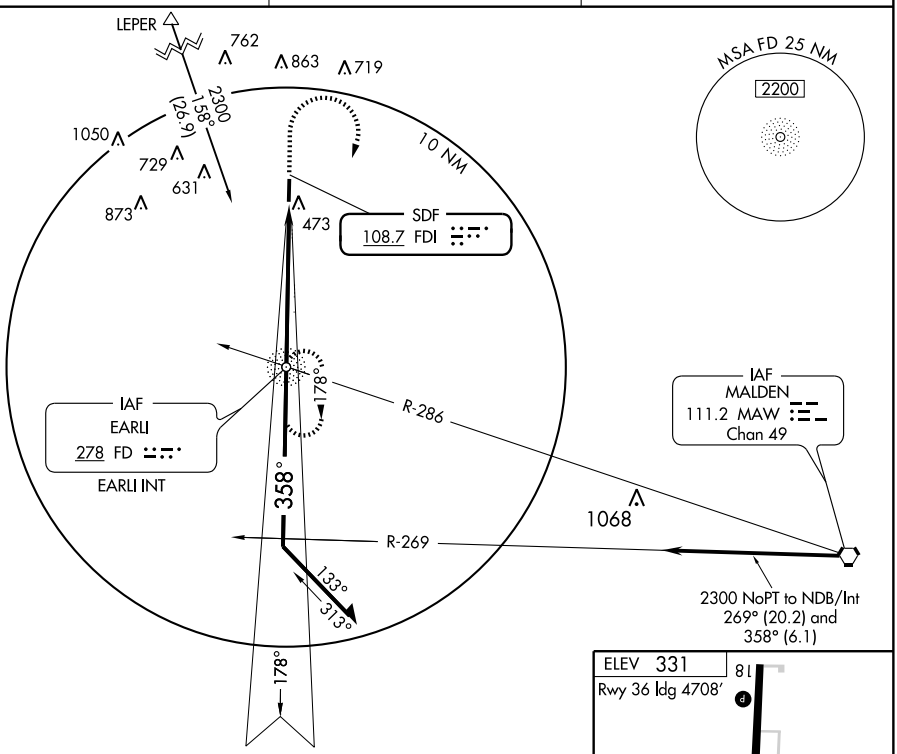
SDF FDI	APP CRS	Rwy ldg	4708
108.7	358°	TDZE	330
		Apt Elev	331

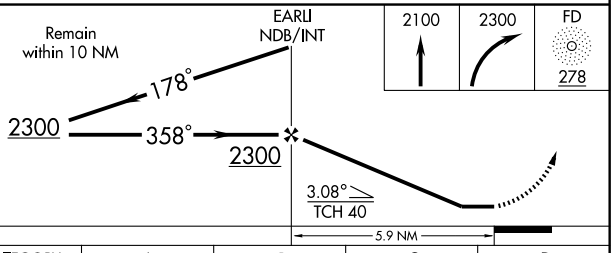
SDF RWY 36

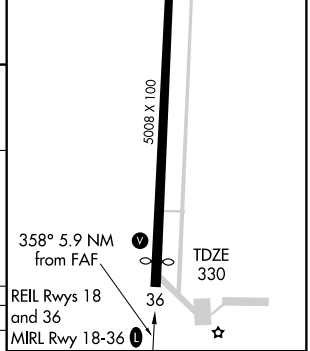
POPLAR BLUFF MUNI (POF)

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLI NDB/Int and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	680-1 350 (400-1)			680-1¼ 350 (400-1¼)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4000
031°	TDZE	959
	Apt Elev	959

RNAV (GPS) RWY 2

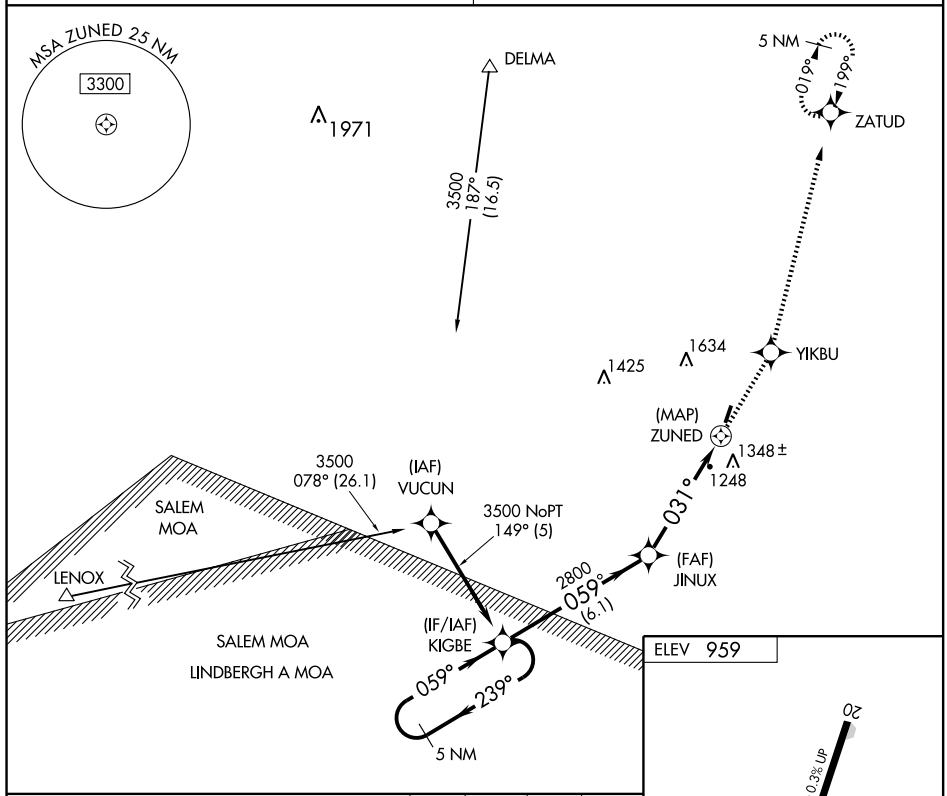
POTOSI/ WASHINGTON COUNTY (8WC)

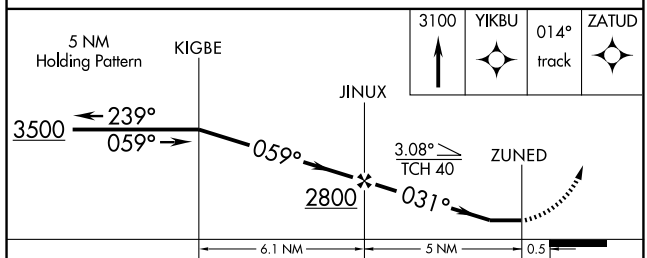
Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

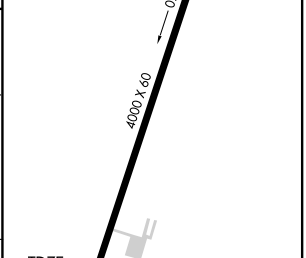
NA

MISSED APPROACH: Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 701 (800-1)		1660-2 701 (800-2)	NA
CIRCLING	1660-1 701 (800-1)		1660-2 701 (800-2)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	4000
199°	TDZE	956
	Apt Elev	959

RNAV (GPS) RWY 20

POTOSI/ WASHINGTON COUNTY (8WC)

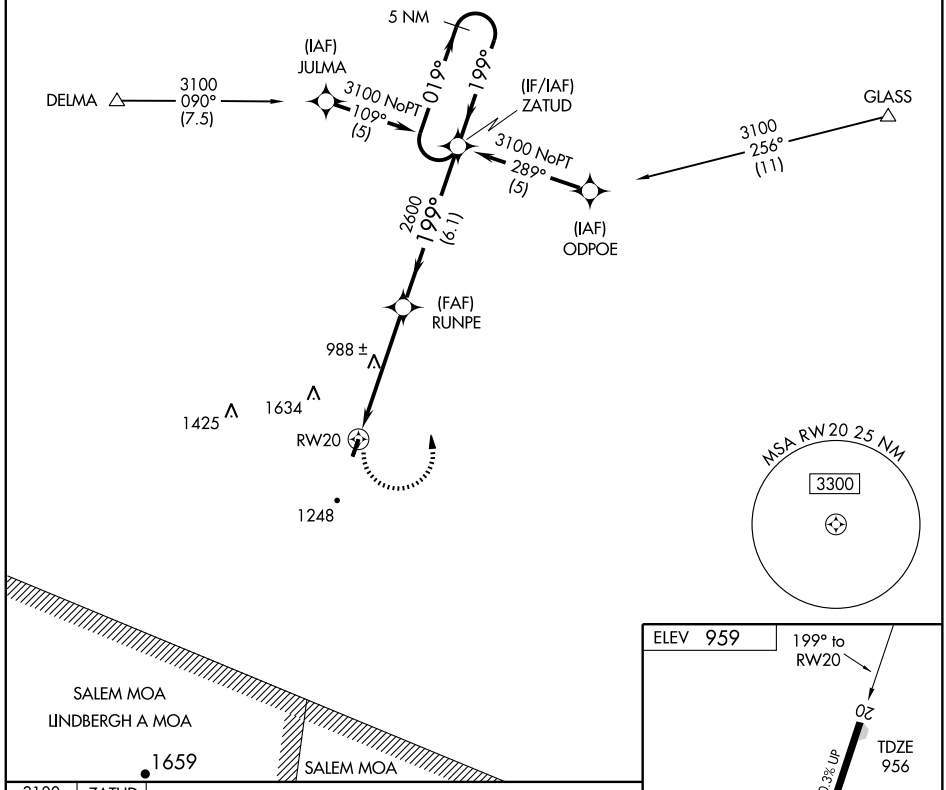
T
A NA

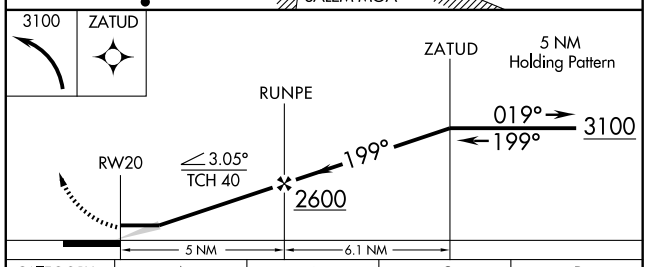
DME/DME RNP- 0.3 NA. Circling NA west of Rwy 2-20. Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.

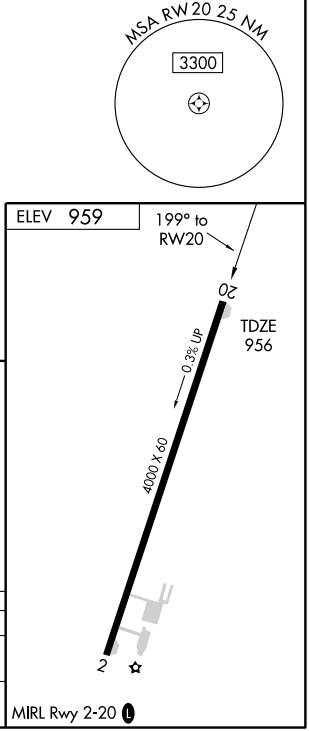
MISSED APPROACH: Climbing left turn to 3100 direct ZATUD and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	123.0 (CTAF) L

Procedure NA for arrivals at DELMA via V238 southwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1360-1 404 (500-1)		1360-1¼ 404 (500-1¼)	NA
CIRCLING	1560-1 601 (700-1)	1580-1 621 (700-1)	1620-1¾ 661 (700-1¾)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

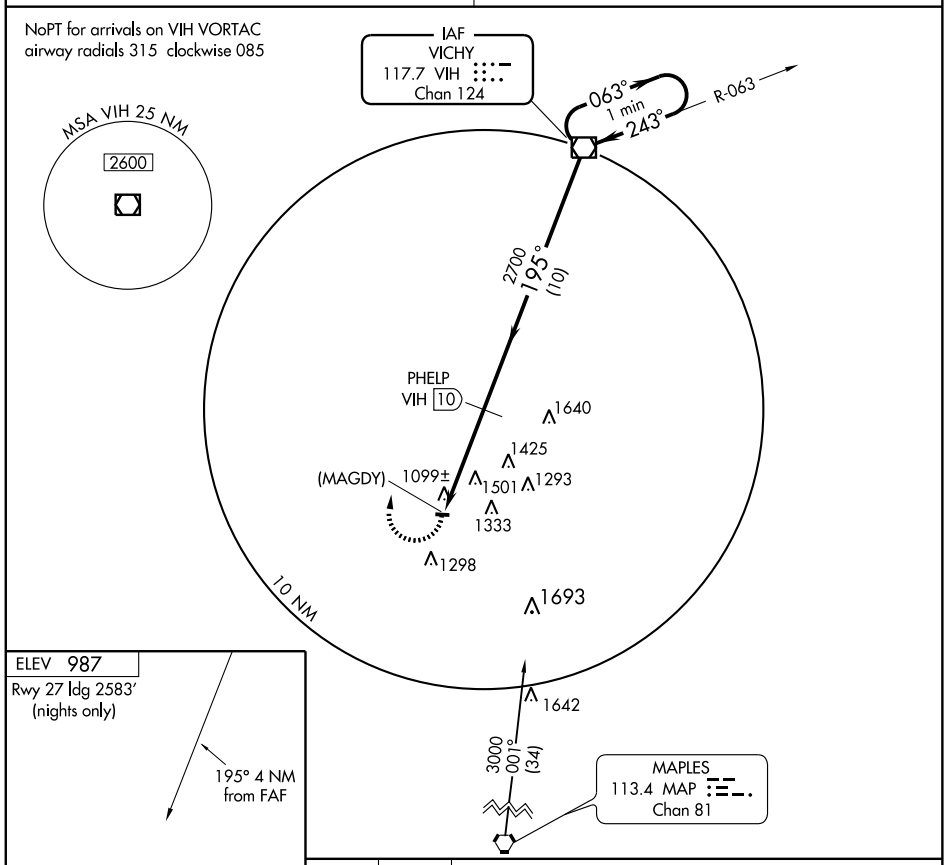
VOR/DME VIH 117.7 Chan 124	APP CRS 195°	Rwy ldg N/A TDZE N/A Apt Elev 987

VOR/DME or GPS-A
ROLLA DOWNTOWN (KØ7)

T NA Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet. Procedure not authorized at night.

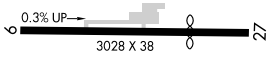
MISSED APPROACH: Climbing right turn to 2700 direct to VIH VOR/DME and hold.

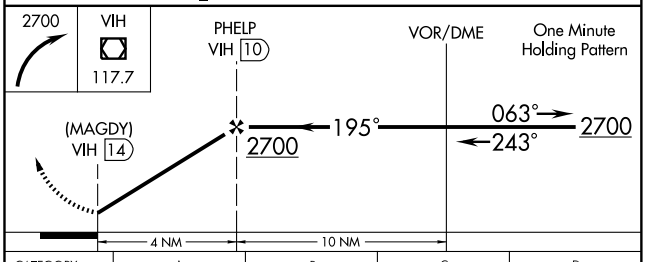
KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF) L



ELEV 987
Rwy 27 ldg 2583′ (nights only)

195° 4 NM from FAF





CATEGORY	A	B	C	D
CIRCLING	1800-1 813 (900-1)	1840-1¼ 853 (900-1¼)	NA	

LIRL Rwy 9-27 L

NC-3, 03 JUN 2010 to 01 JUL 2010

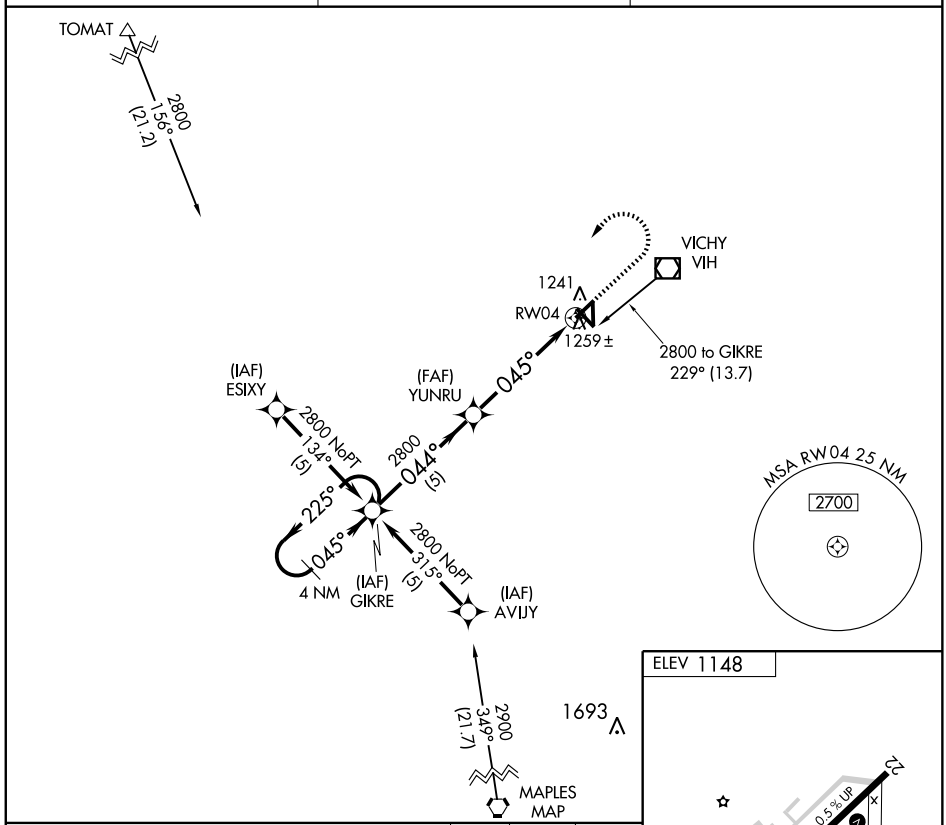
APP CRS	Rwy ldg	5287
045°	TDZE	1137
	Apt Elev	1148

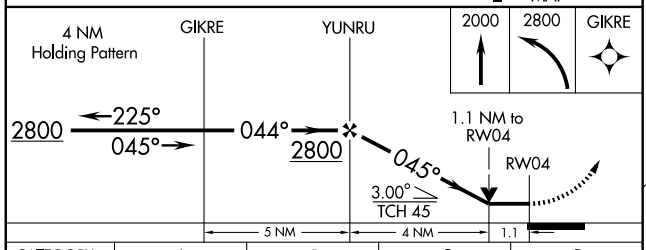
GPS RWY 4
ROLLA NATIONAL (VIH)

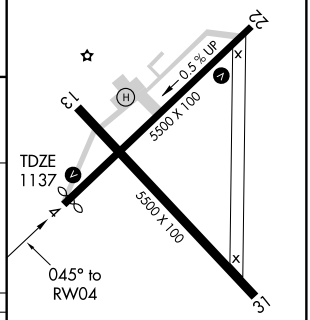
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2800 direct GIKRE WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1520-1 383 (400-1)			1520-1¼ 383 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

NC-3. 03 JUN 2010 to 01 JUL 2010

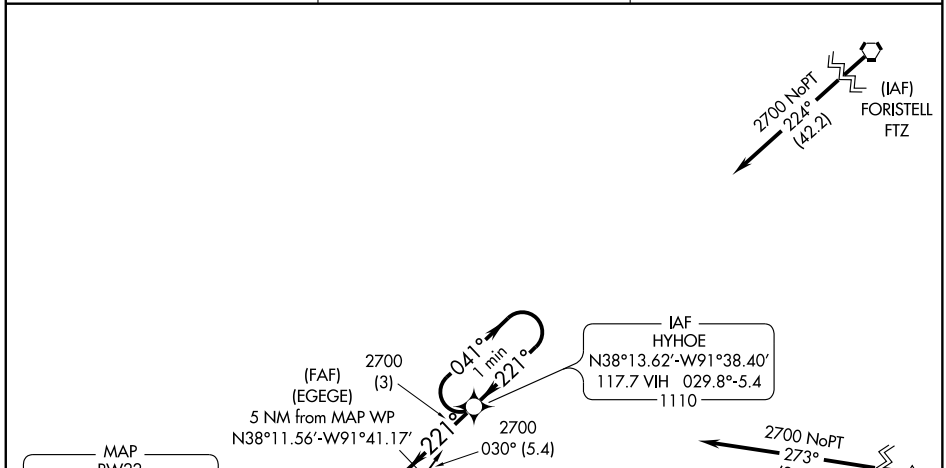
VOR/DME VIH 117.7 Chan 124	APP CRS 221°	Rwy ldg 5500 TDZE 1122 Apt Elev 1148

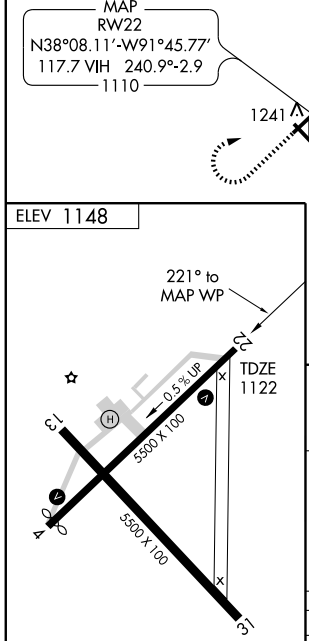
VOR/DME RNAV or GPS RWY 22

ROLLA NATIONAL (VIH)

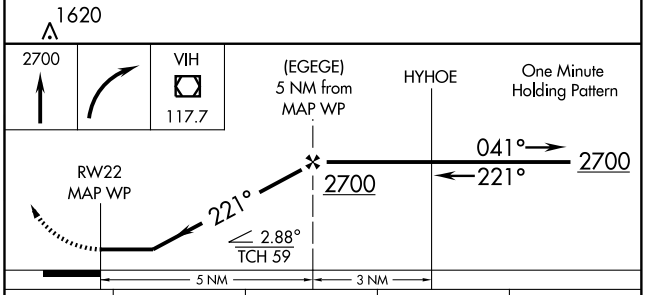
MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L





HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-22	1500-¾ 378 (400-¾)			1500-1¼ 378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

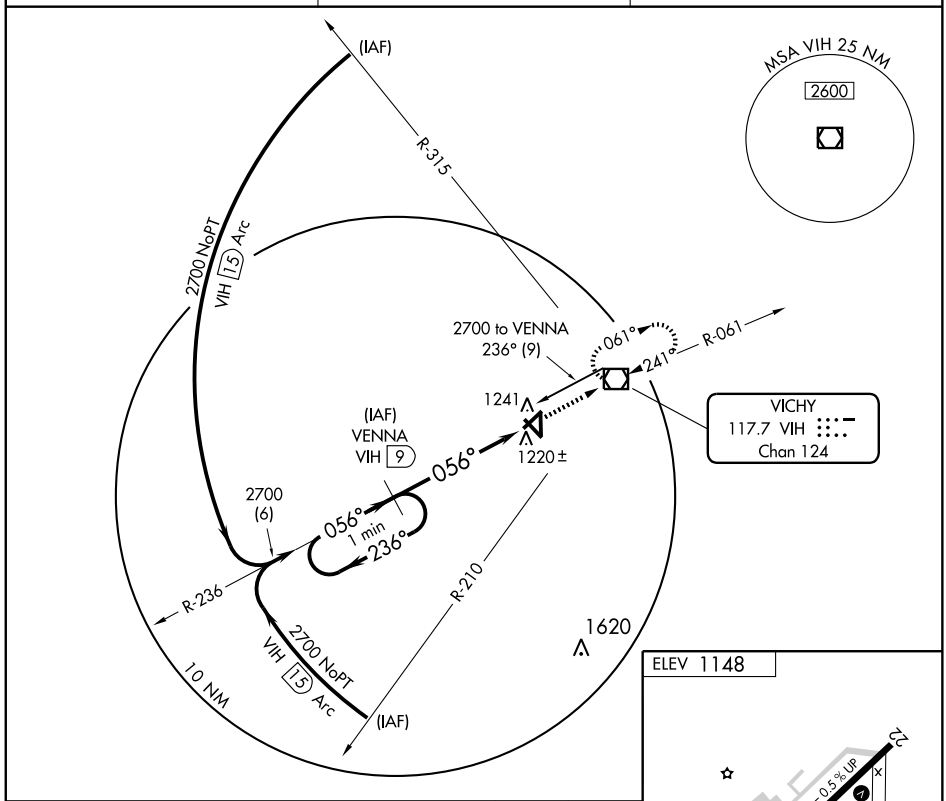
NC-3, 03 JUN 2010 to 01 JUL 2010

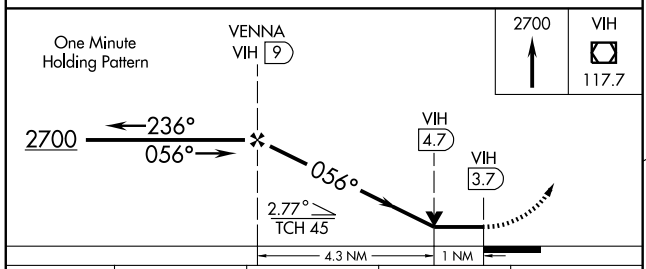
VOR/DME VIH	APP CRS	Rwy ldg	5287
117.7	056°	TDZE	1137
Chan 124		Apt Elev	1148

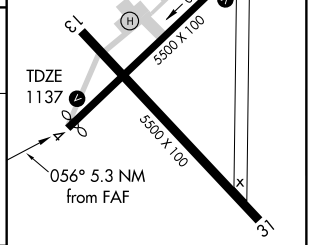
VOR/DME RWY 4
ROLLA NATIONAL (VIH)

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1480-1 343 (400-1)			
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L ★
MIRL Rwy 13-31 L

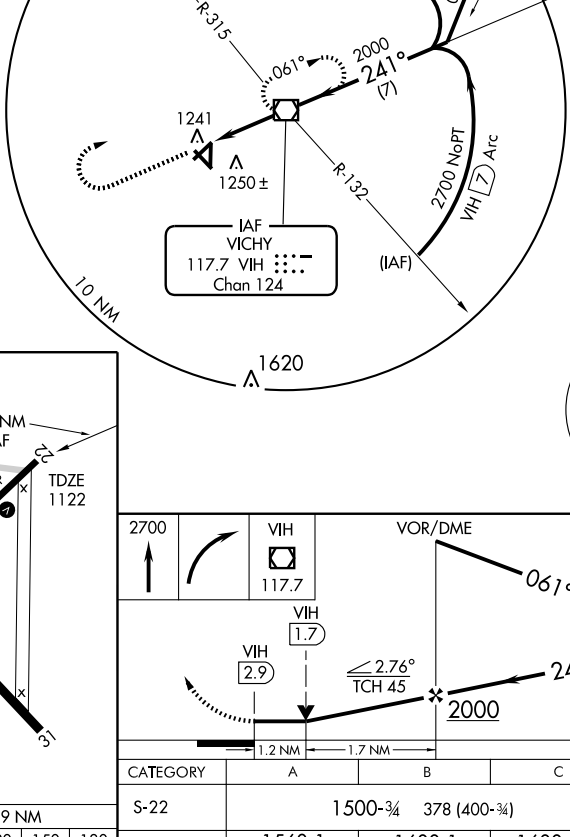
NC-3. 03 JUN 2010 to 01 JUL 2010

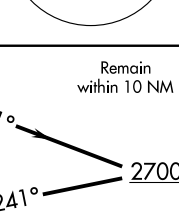
VOR/DME VIH 117.7 Chan 124	APP CRS 241°	Rwy ldg 5500 TDZE 1122 Apt Elev 1148

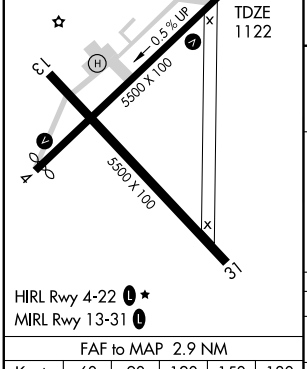
VOR RWY 22
ROLLA NATIONAL (VIH)

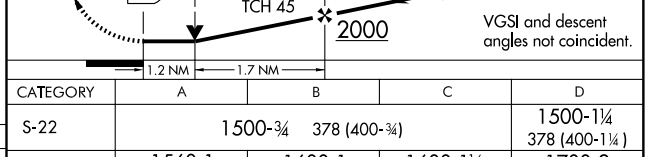
MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L









FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

CATEGORY	A	B	C	D
S-22	1500-¾ 378 (400-¾)			1500-1¼ 378 (400-1¼)
CIRCLING	1560-1 412 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

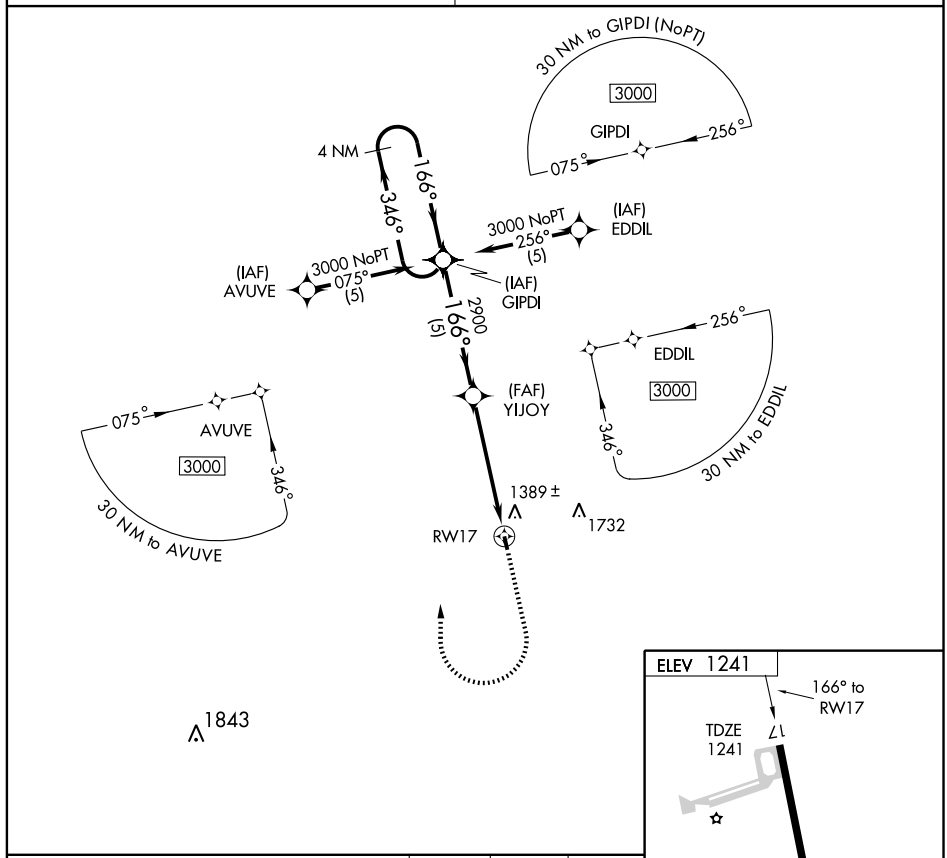
APP CRS	Rwy ldg	2998
166°	TDZE	1241
	Apt Elev	1241

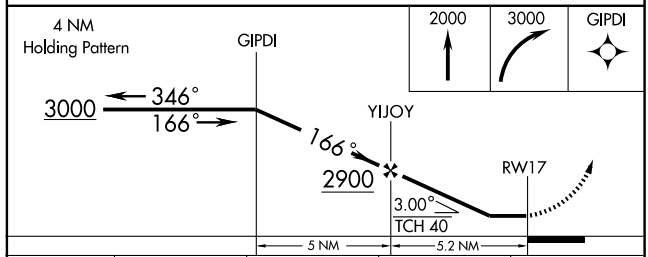
RNAV (GPS) RWY 17
SALEM MEMORIAL (K33)

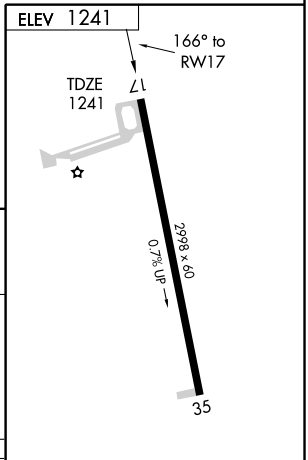
NA Use Rolla National altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1740-1	499 (500-1)	NA	
CIRCLING	1840-1	599 (600-1)	NA	

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

SALEM, MISSOURI

AL-9436 (FAA)

APP CRS	Rwy ldg	2998
346°	TDZE	1241
	Apt Elev	1241

RNAV (GPS) RWY 35

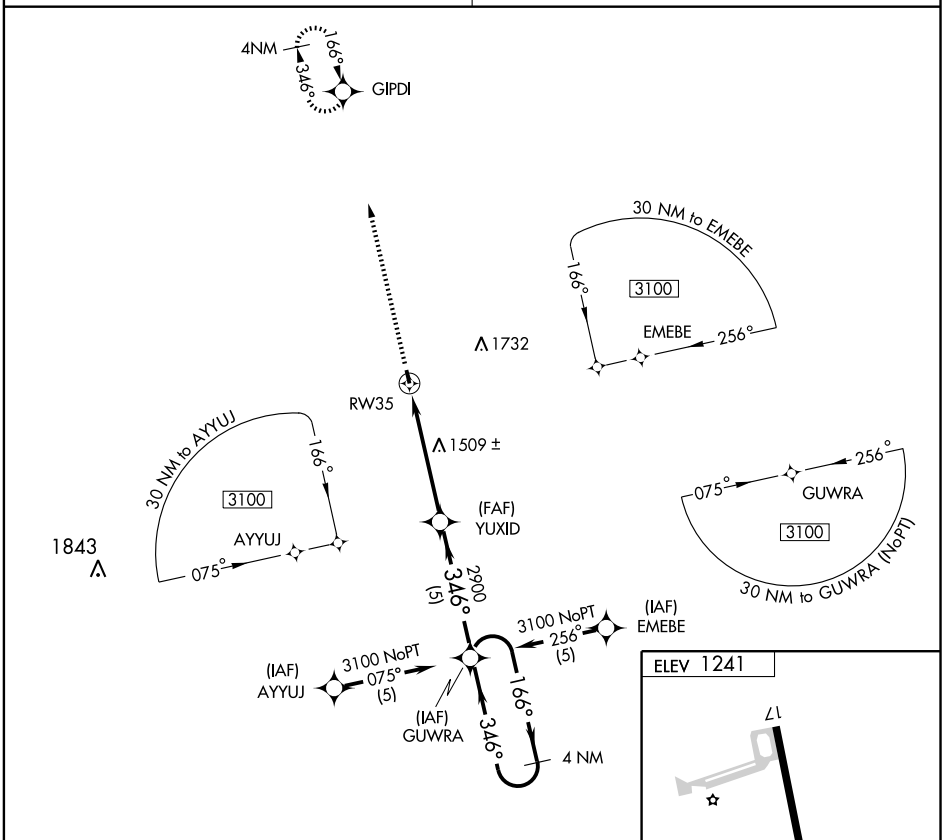
SALEM MEMORIAL (K33)

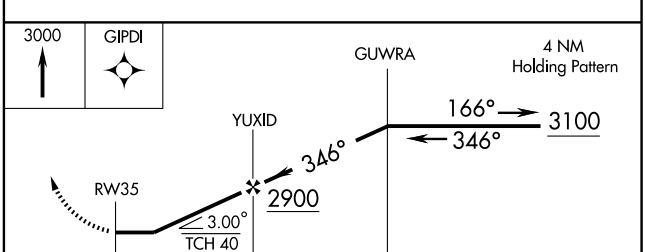
NA Use Rolla National altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

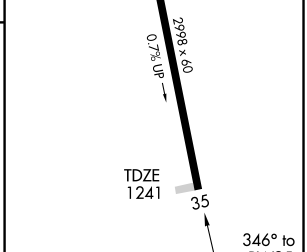
MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

KANSAS CITY CENTER
128.35 284.67

CTAF
122.9 L







MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

CATEGORY	A	B	C	D
LNAV MDA	1860-1	619 (700-1)	NA	
CIRCLING	1860-1	619 (700-1)	NA	

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC MAP	APP CRS	Rwy ldg	N/A
113.4	074°	TDZE	N/A
Chan 81		Apt Elev	1241

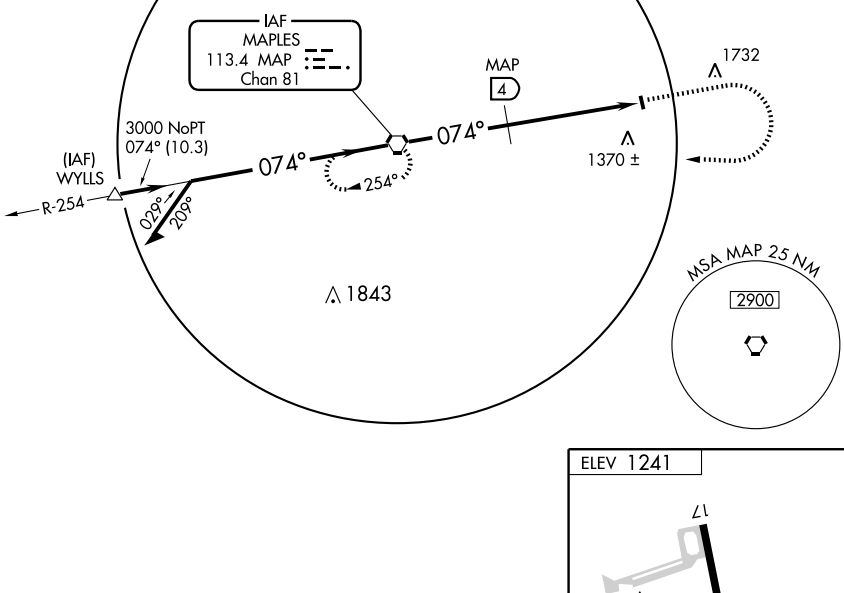
VOR-A

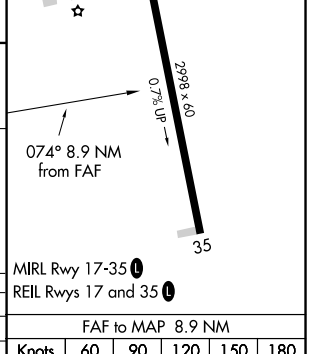
SALEM MEMORIAL (K33)

NA Use Rolla National altimeter setting.

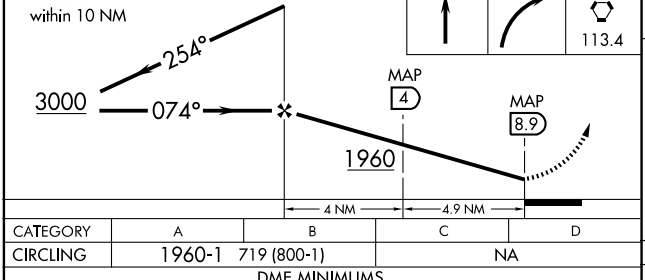
MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L





MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L



CATEGORY	A	B	C	D
CIRCLING	1960-1 719 (800-1)		NA	
DME MINIMUMS				
CIRCLING	1840-1 599 (600-1)		NA	

FAF to MAP 8.9 NM

Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

NC-3. 03 JUN 2010 to 01 JUL 2010

NDB DMO	APP CRS	Rwy ldg	5500
281	187°	TDZE	884
		Apt Elev	909

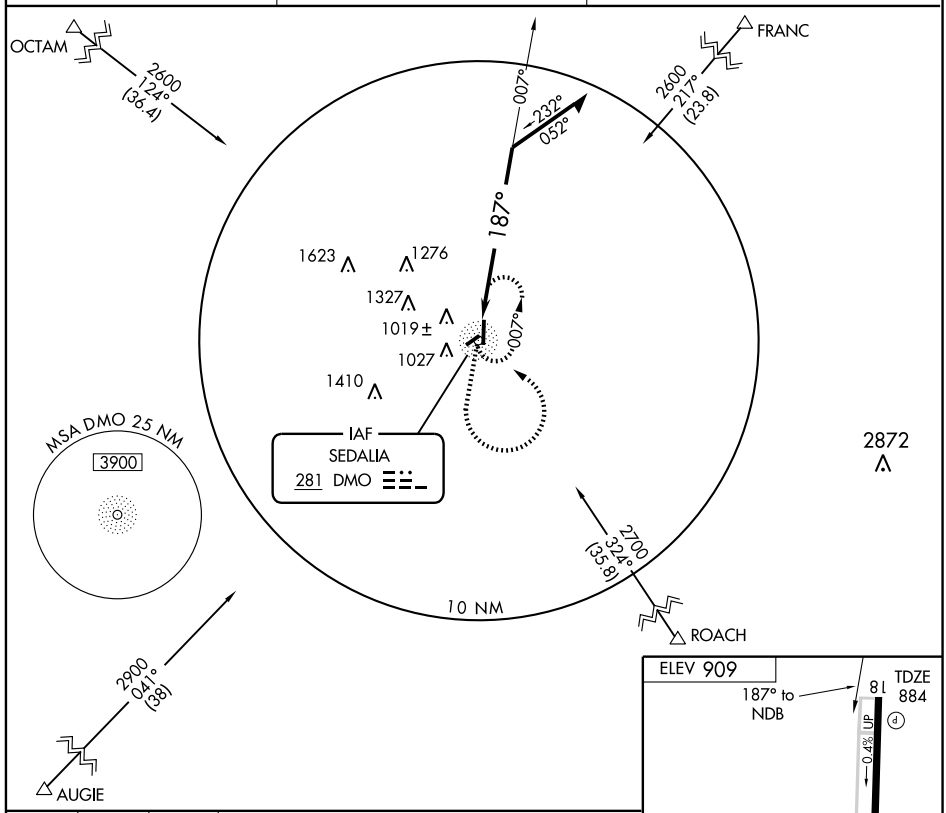
NDB RWY 18

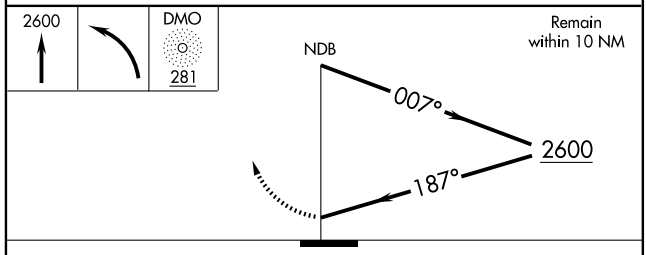
SEDALIA MEMORIAL (DMO)

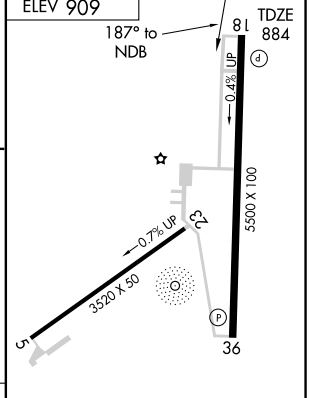
NA

MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.

ASOS	WHITEMAN APP CON *	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1380-1 496 (500-1)		1380-1¼ 496 (500-1¼)	1380-1½ 496 (500-1½)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

NDB DMO	APP CRS	Rwy ldg	5500
281	343°	TDZE	902
		Apt Elev	909

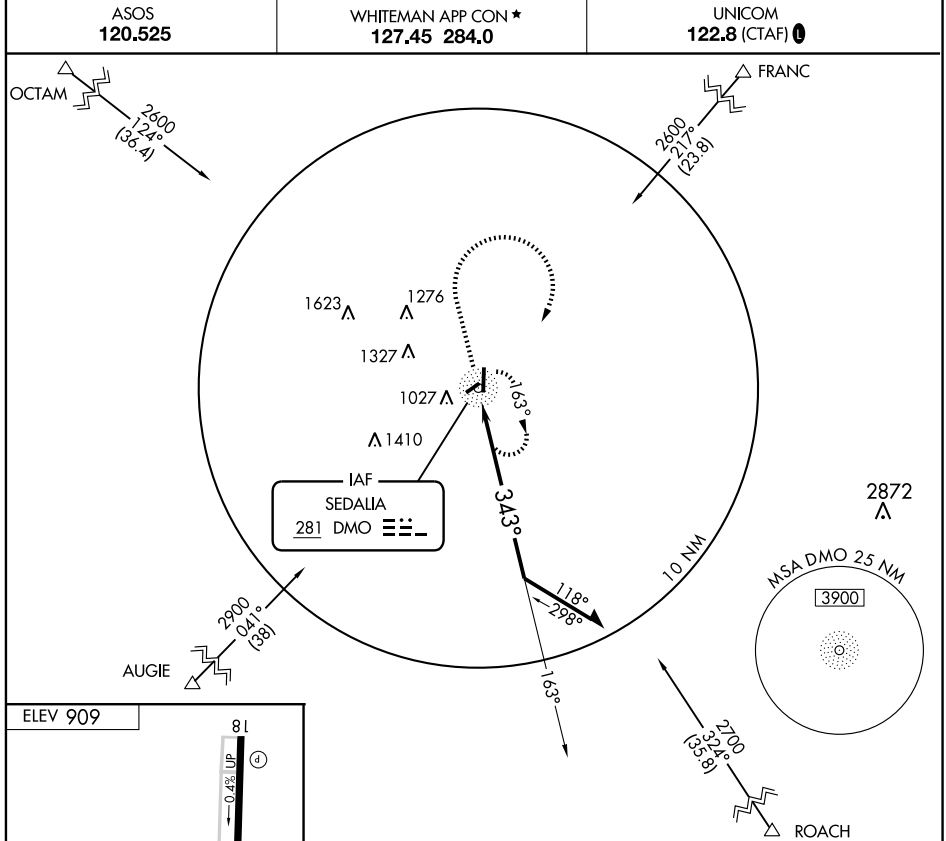
NDB RWY 36

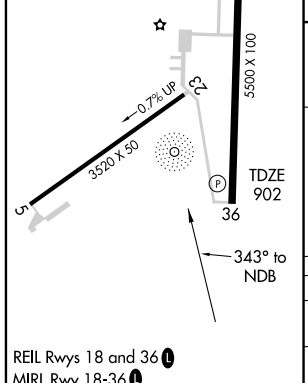
SEDALIA MEMORIAL (DMO)

NA

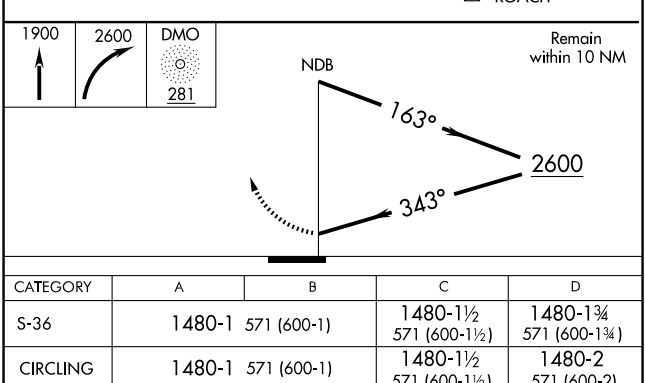
MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-36	1480-1	571 (600-1)	1480-1½ 571 (600-1½)	1480-1¾ 571 (600-1¾)
CIRCLING	1480-1	571 (600-1)	1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

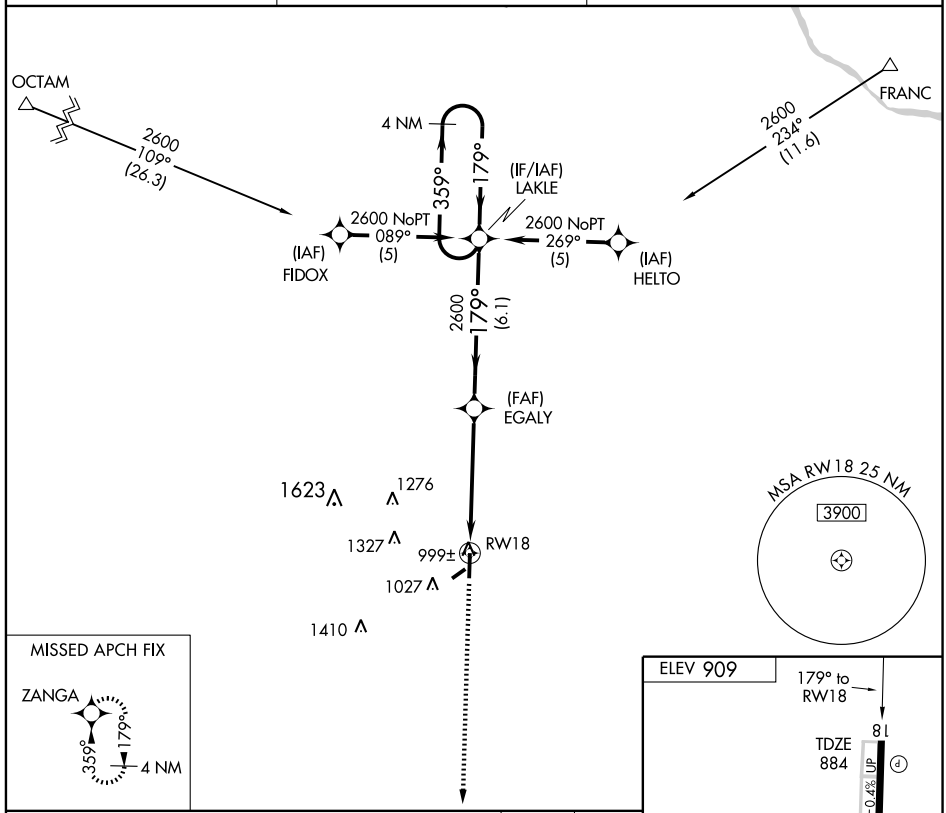
RNAV (GPS) RWY 18
SEDALIA MEMORIAL (DMO)

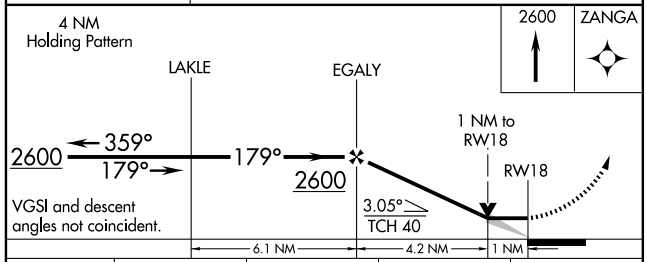
APP CRS	Rwy ldg	5500
179°	TDZE	884
	Apt Elev	909

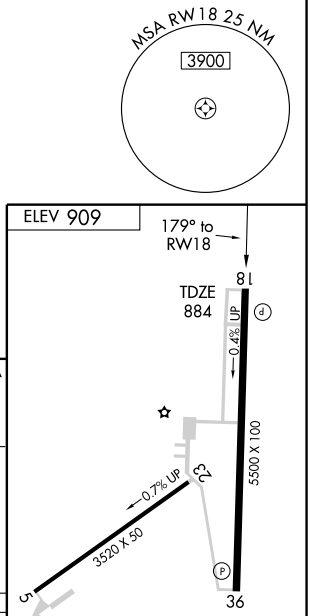
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1 376 (400-1)			1260-1¼ 376 (400-1¼)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

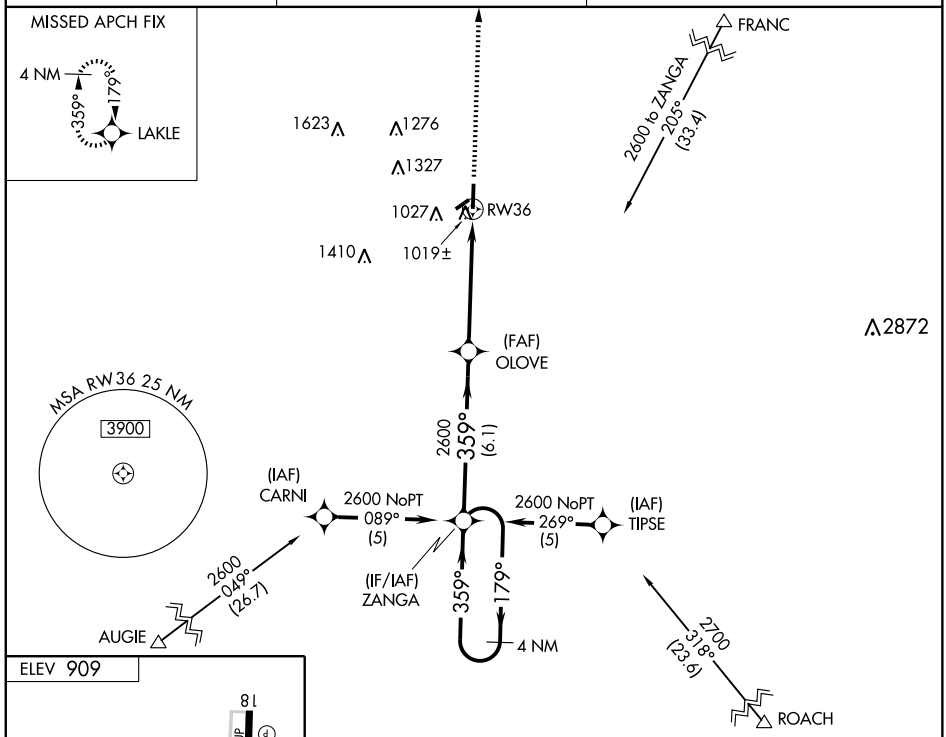
RNAV (GPS) RWY 36
SEDALIA MEMORIAL (DMO)

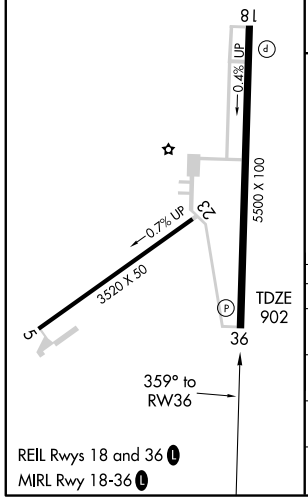
WAAS CH 60913 W36A	APP CRS 359°	Rwy ldg 5500 TDZE 902 Apt Elev 909

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

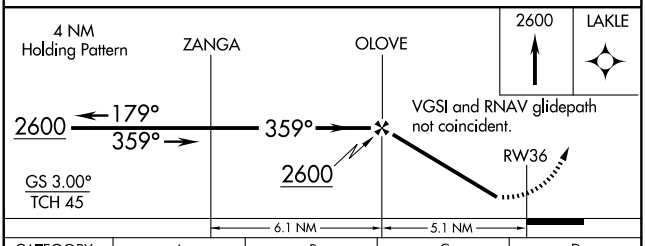
MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

ASOS	WHITEMAN APP CON *	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1170-1 268 (300-1)			
LNAV/VNAV DA	1280-1¼ 378 (400-1¼)			
LNAV MDA	1280-1 378 (400-1)			1280-1¼ 378 (400-1¼)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

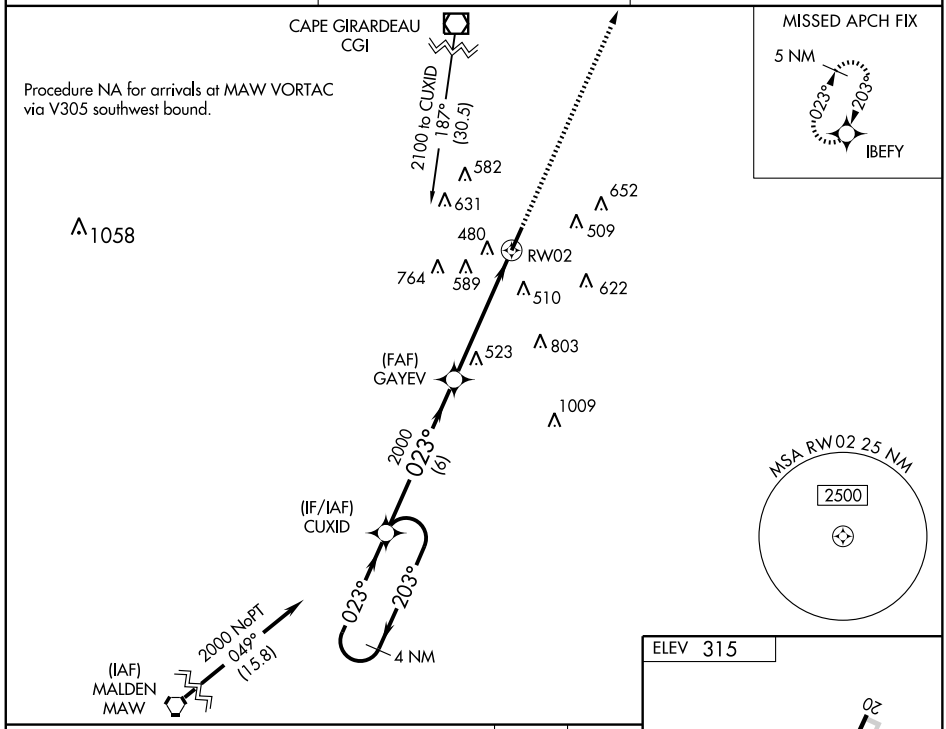
WAAS CH 86801 W02A	APP CRS 023°	Rwy ldg 5502 TDZE 315 Apt Elev 315

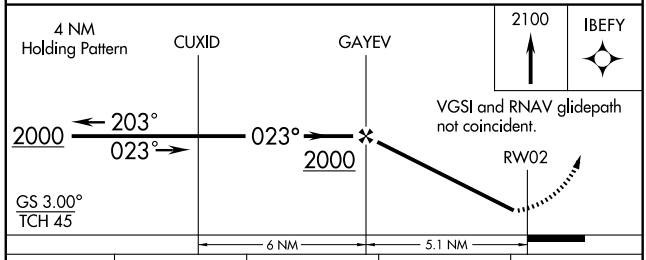
RNAV (GPS) RWY 2
SIKESTON MEMORIAL MUNI (SIK)

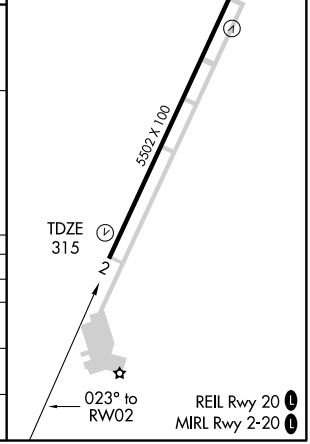
T A NA DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	565-1 250 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	840-1 525 (600-1)		840-1½ 525 (600-1½)	NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

SIKESTON, MISSOURI

AL-5628 (FAA)

APP CRS	Rwy ldg	5502
203°	TDZE	315
	Apt Elev	315

RNAV (GPS) RWY 20

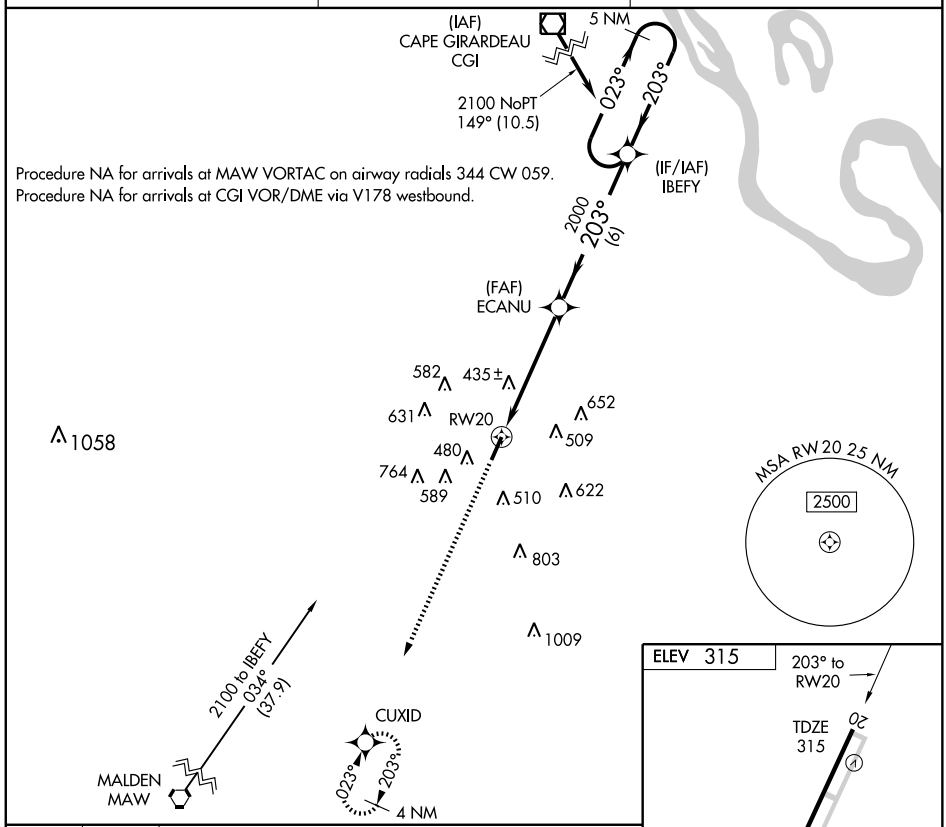
SIKESTON MEMORIAL MUNI (SIK)

T
A NA

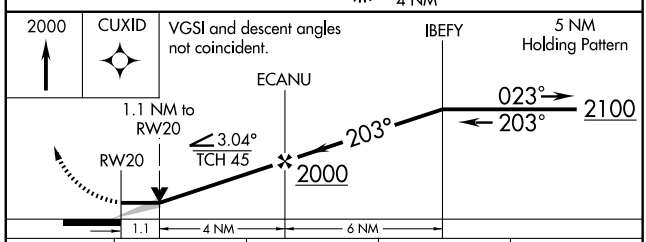
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

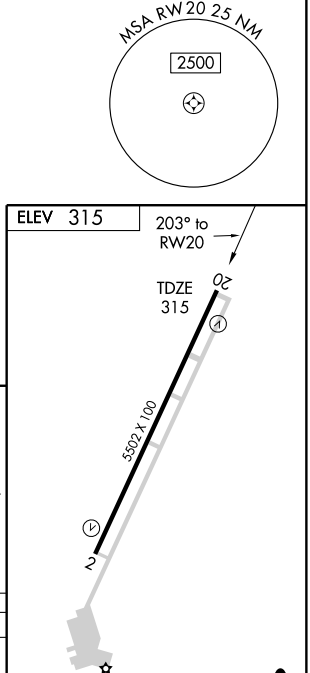
MISSED APPROACH: Climb to 2000 direct CUXID and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L



Procedure NA for arrivals at MAW VORTAC on airway radials 344 CW 059.
Procedure NA for arrivals at CGI VOR/DME via V178 westbound.





REIL Rwy 20 L
MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LNAV MDA	700-1 385 (400-1)			NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME MAW	APP CRS	Rwy ldg	5502
111.2	036°	TDZE	315
Chan 49		Apt Elev	315

VOR/DME RWY 2

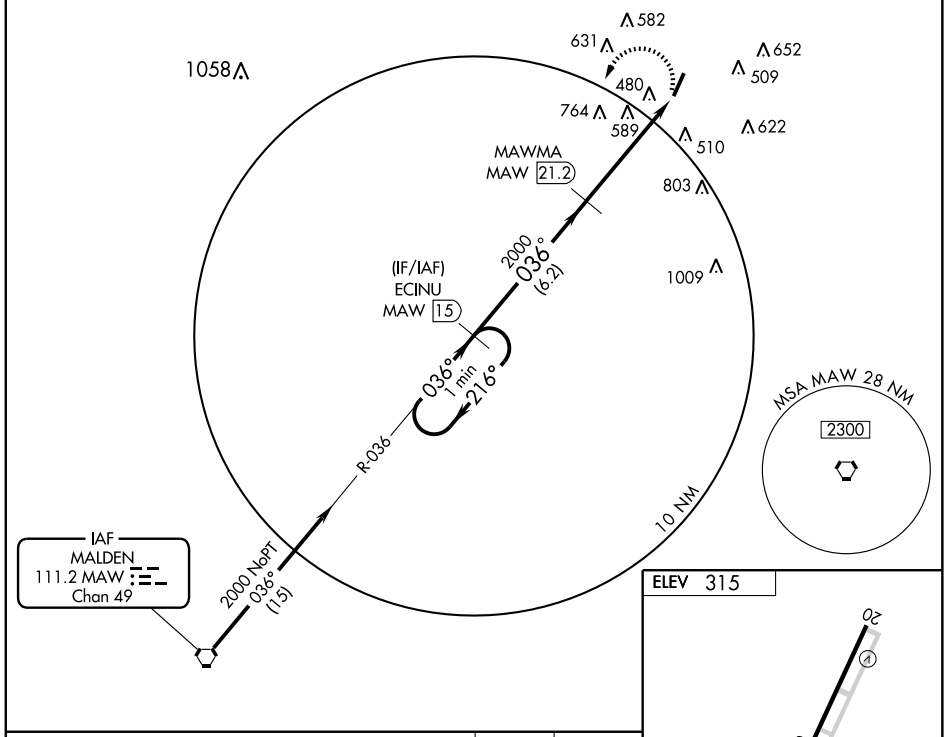
SIKESTON MEMORIAL MUNI (SIK)

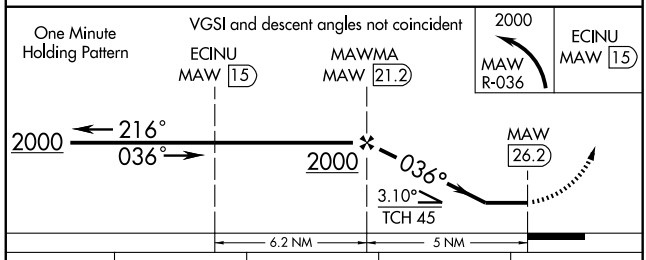
T ▲NA If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.
Visibilty reduction by helicopters NA.

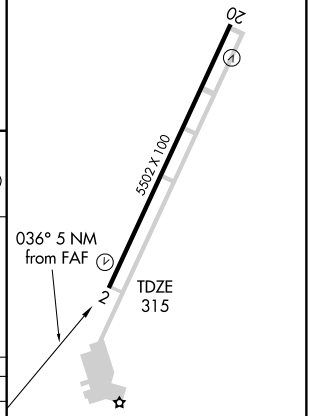
MISSED APPROACH: Climbing left turn to 2000 via MAW R-036 to ECINU/15 DME and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L

Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.







CATEGORY	A	B	C	D
S-2	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA
CIRCLING	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA

REIL Rwy 20 L
MIRL Rwy 2-20 L

NC-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME CGI	APP CRS	Rwy ldg	5502
112.9	177°	TDZE	315
Chan 76		Apt Elev	315

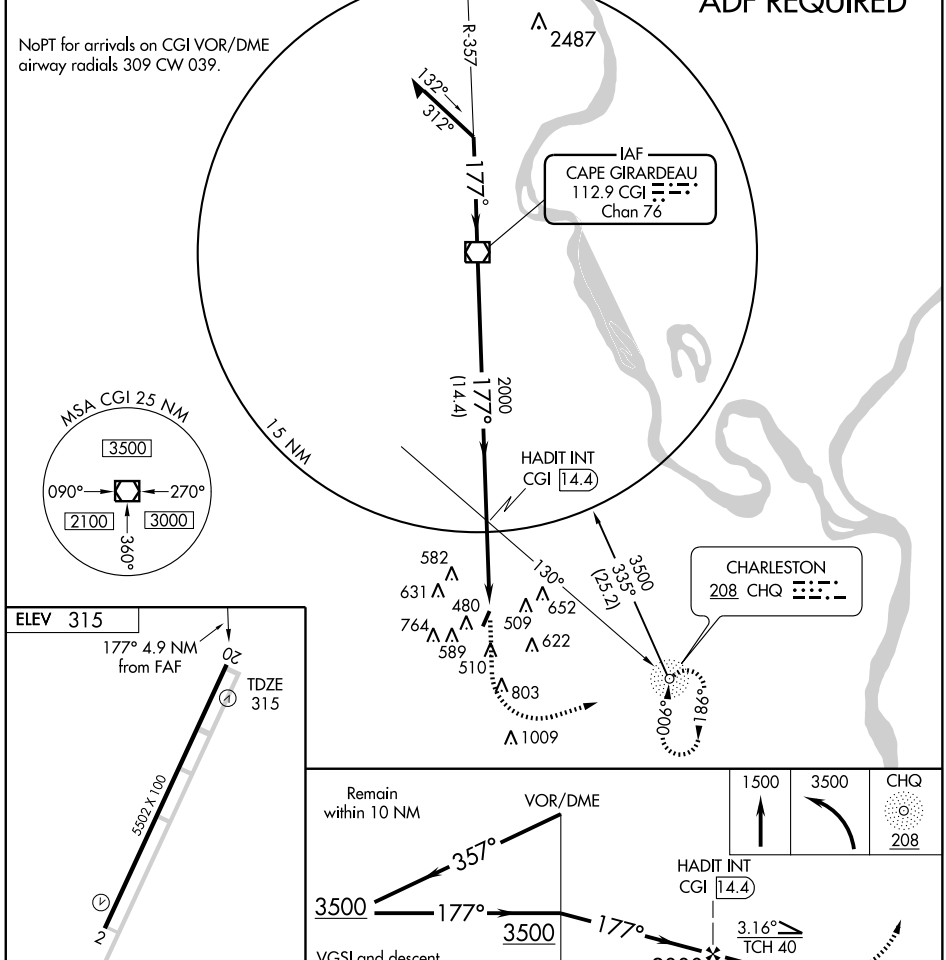
VOR RWY 20
SIKESTON MEMORIAL MUNI (SIK)

T
NA

Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

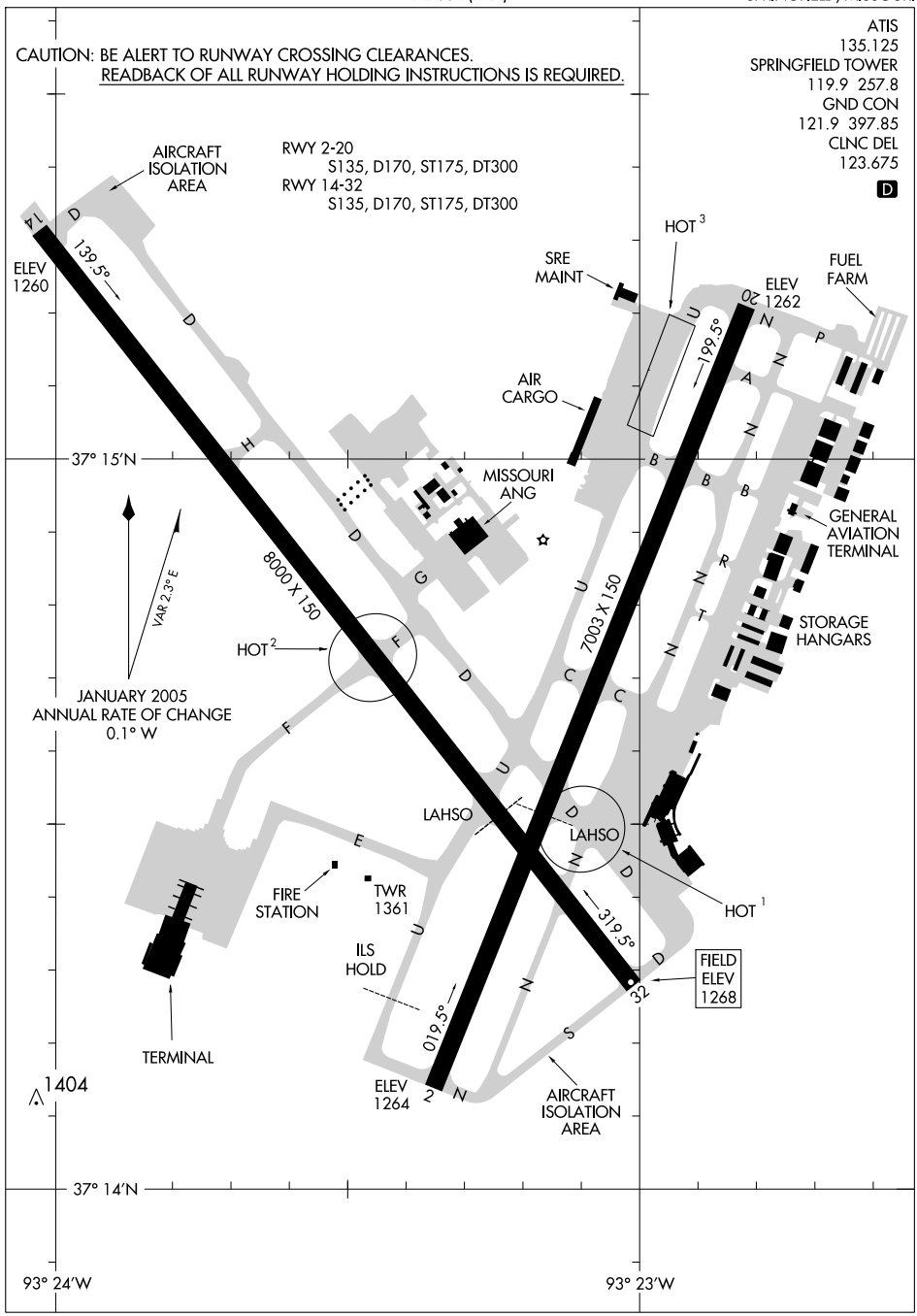
CATEGORY	A	B	C	D
S-20	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)
CIRCLING	880-1 565 (600-1)		920-1¾ 605 (700-1¾)	920-2 605 (700-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-604 (FAA)

SPRINGFIELD-BRANSON NATIONAL (SGF)
SPRINGFIELD, MISSOURI



HI-TACAN RWY 20

VORTAC SGF 116.9 Chan 116	APCH CRS 196°	Rwy ldg 7003 TDZE 1262 Arpt Elev 1268

JAL-604 [USAF]

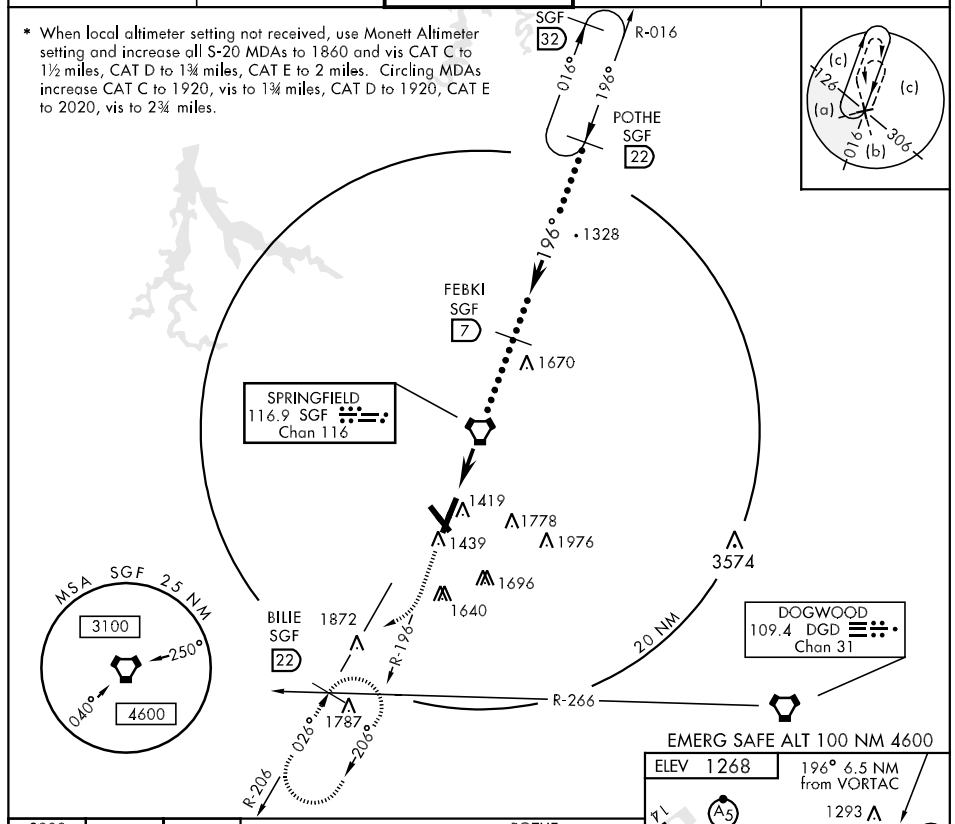
SPRINGFIELD-BRANSON NATIONAL (KSGF)

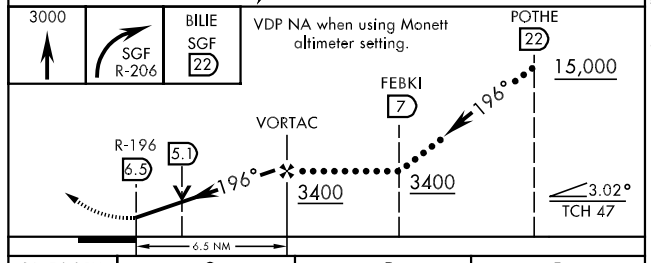
MALS A4

MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BILIE INT/SGF 22 DME and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.



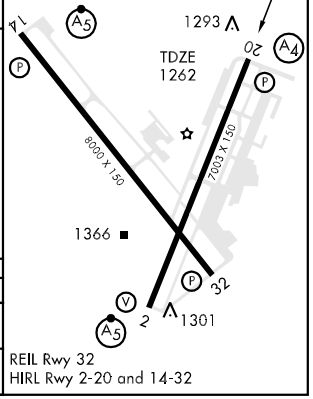


CATEGORY	C	D	E
S-20 *	1760-1¼ 498 (500-1¼)	1760-1½ 498 (500-1½)	1760-1¾ 498 (500-1¾)
CIRCLING *	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

EMERG SAFE ALT 100 NM 4600

ELEV 1268

196° 6.5 NM from VORTAC



REIL Rwy 32
HIRL Rwy 2-20 and 14-32

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC I-SGF	APP CRS	Rwy ldg	6893
109.9	019°	TDZE	1265
		Apt Elev	1268

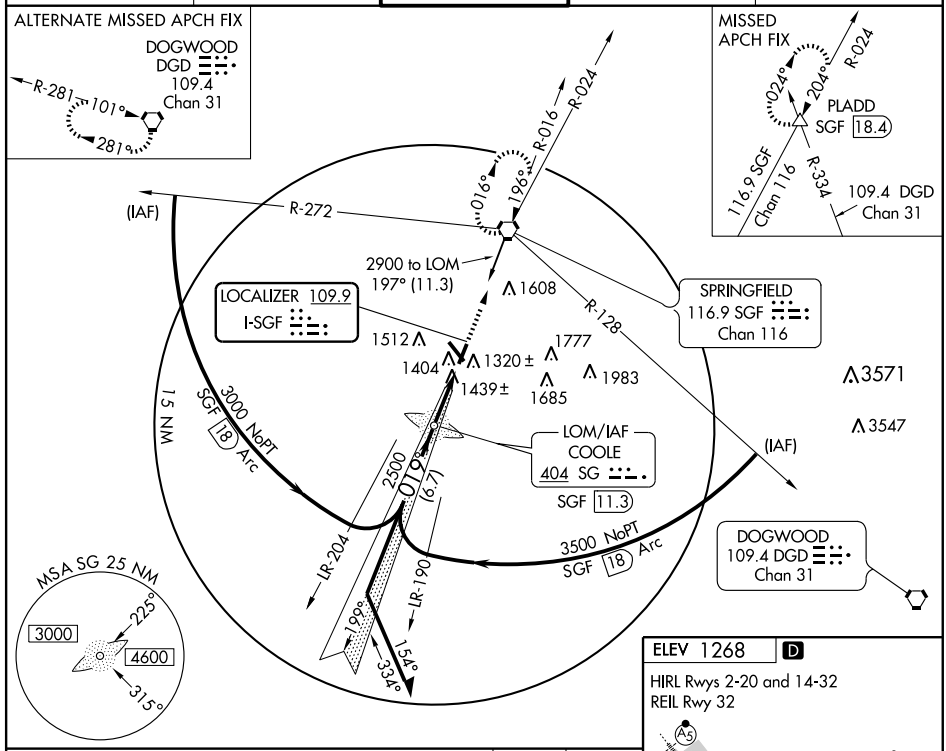
ILS or LOC RWY 2
SPRINGFIELD-BRANSON NATIONAL (SGF)

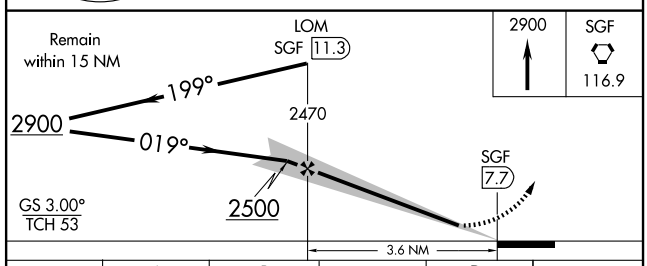
For inoperative MALSR, increase S-ILS 2 Cat E visibility to ¾ and S-LOC 2 Cat E to 1½.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

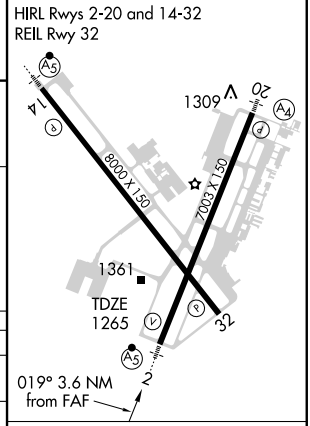
MALSR A5

MISSED APPROACH: Climb to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD Int and hold N, right turn 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D	E
S-ILS 2	* 1465/24 200 (200-½)				
S-LOC 2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1740-1 472 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NC-3, 03 JUN 2010 to 01 JUL 2010

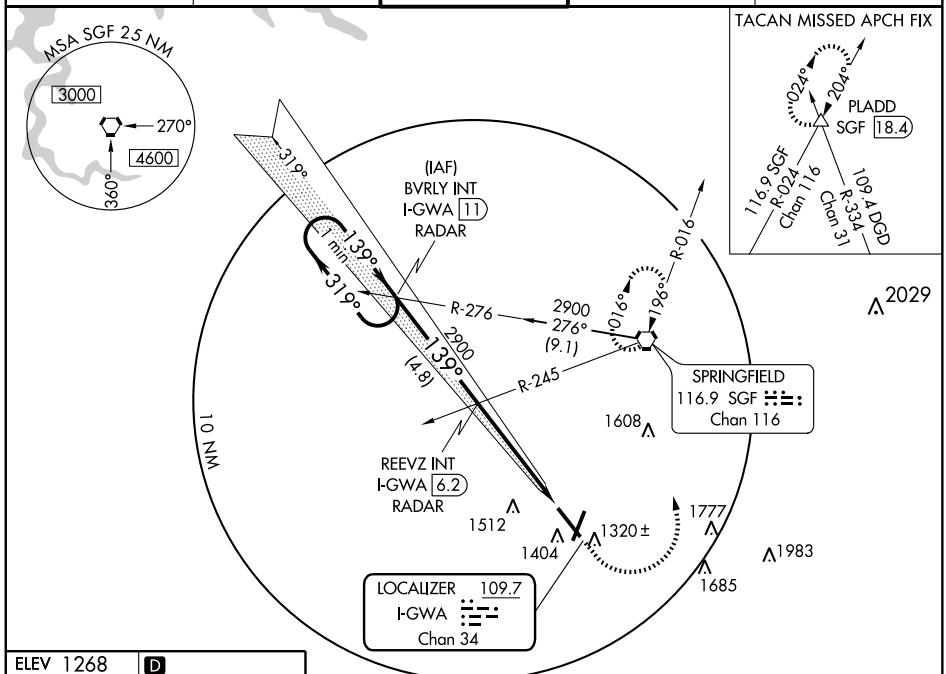
LOC/DME I-GWA 109.7 Chan 34	APP CRS 139°	Rwy ldg 8000 TDZE 1262 Apt Elev 1268

ILS or LOC RWY 14
SPRINGFIELD-BRANSON NATIONAL (SGF)

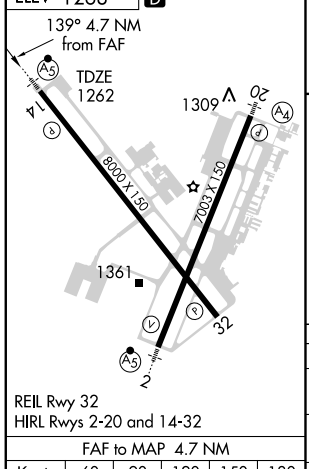
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

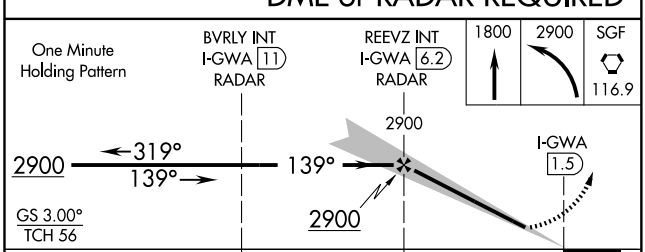


DME or RADAR REQUIRED



REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-ILS 14	1462-½ 200 (200-½)			
S-LOC 14	1620-½ 358 (400-½)			1620-¾ 358 (400-¾)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 86214 W02A	APP CRS 019°	Rwy ldg 6893 TDZE 1265 Apt Elev 1268

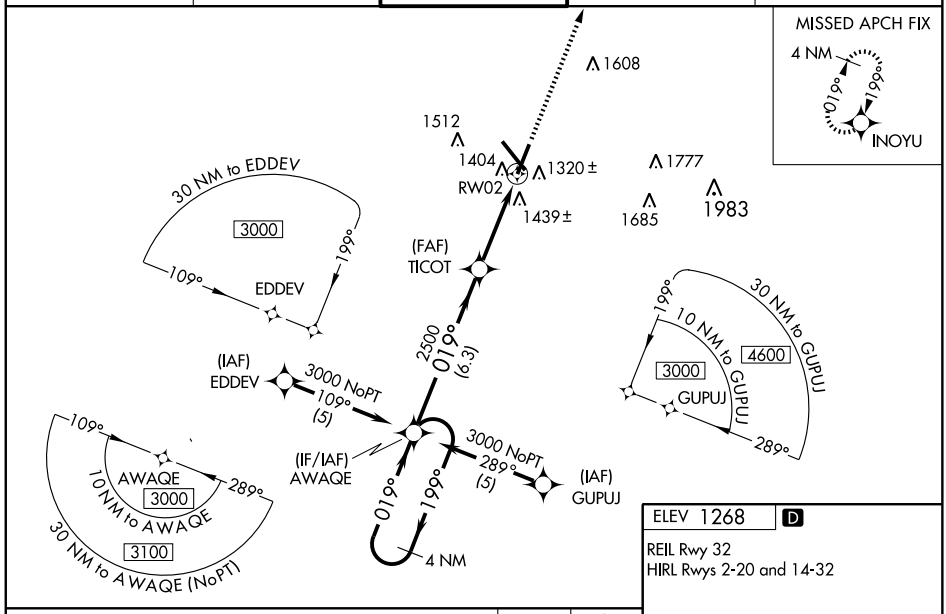
RNAV (GPS) RWY 2
SPRINGFIELD-BRANSON NATIONAL (SGF)

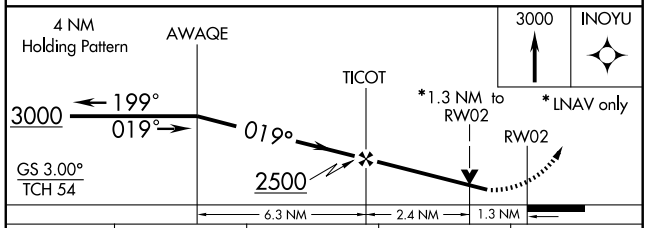
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
For inoperative MALSR, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct INOYU and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

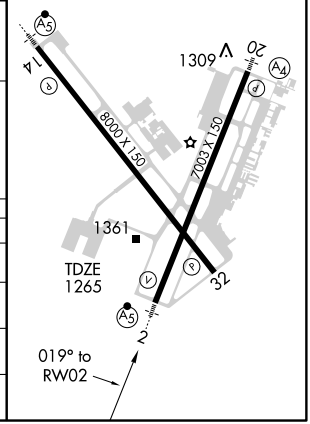




CATEGORY	A	B	C	D
LPV DA	1590/40 325 (400-¾)			
LNAV/VNAV DA	1754/60 489 (500-1¼)			
LNAV MDA	1720/40 455 (500-¾)			1720/50 455 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

ELEV 1268 D

REIL Rwy 32
HIRL Rwys 2-20 and 14-32



APP CRS	Rwy ldg	8000
139°	TDZE	1262
	Apt Elev	1268

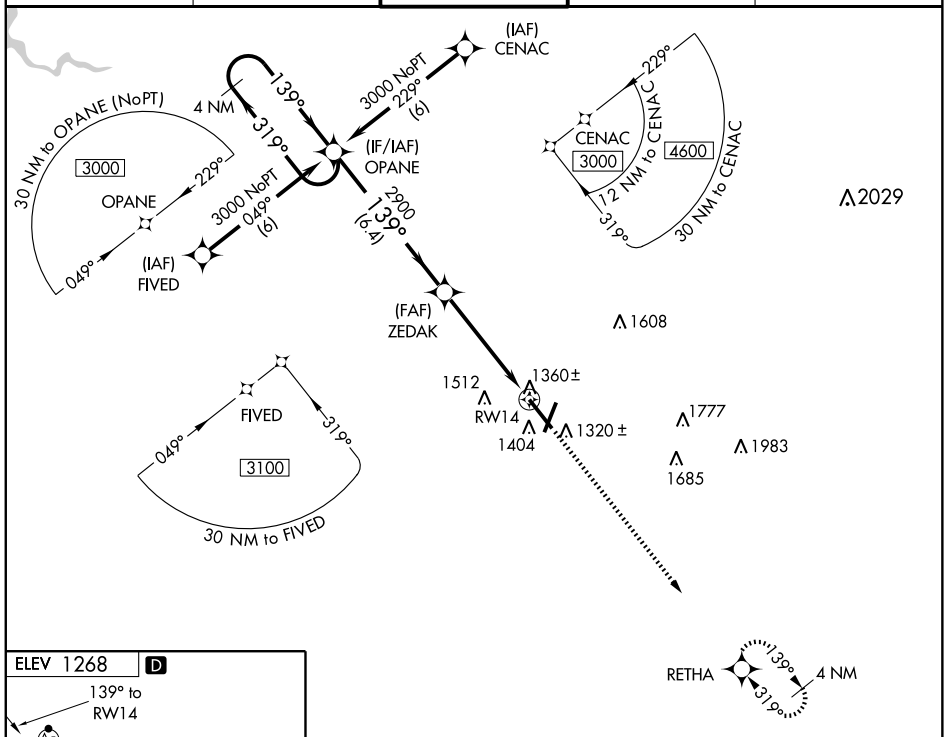
RNAV (GPS) RWY 14
SPRINGFIELD-BRANSON NATIONAL (SGF)

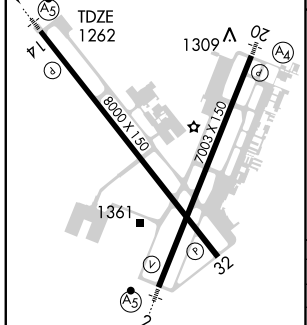
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP- 0.3 NA.

MALSR

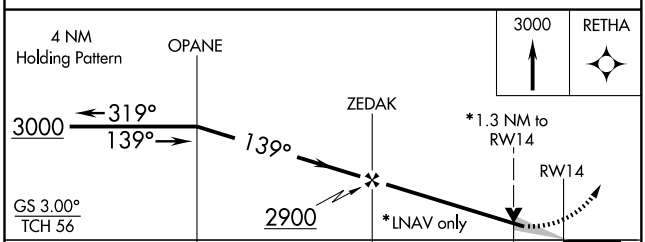
MISSED APPROACH: Climb to 3000 direct RETHA WP and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675





REIL Rwy 32
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1620-¾ 358 (400-¾)			
LNAV MDA	1720-½ 458 (500-½)		1720-¾ 458 (500-¾)	1720-1 458 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 65613 W20A	APP CRS 199°	Rwy ldg 7003 TDZE 1262 Apt Elev 1268

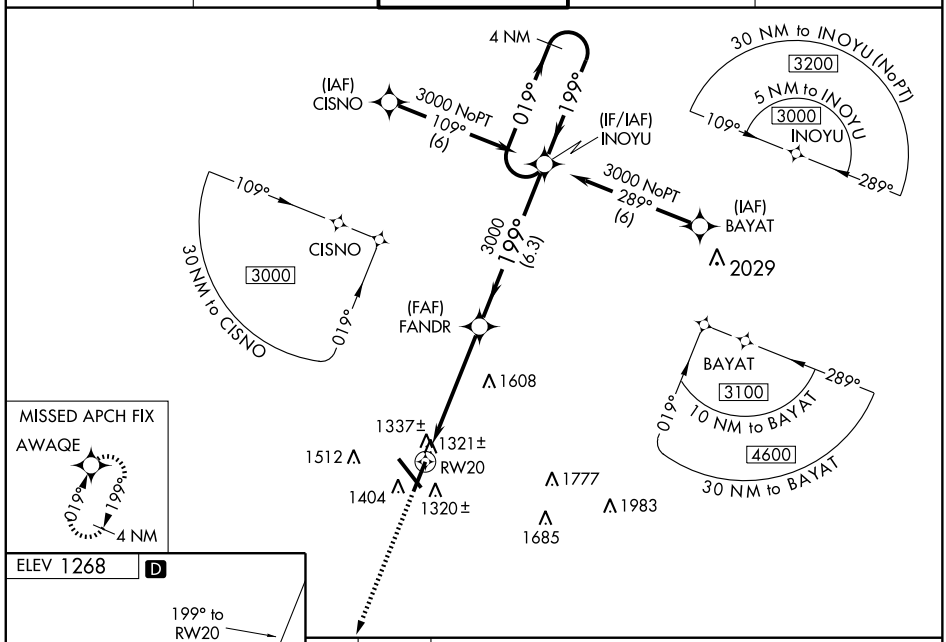
RNAV (GPS) RWY 20
SPRINGFIELD-BRANSON NATIONAL (SGF)

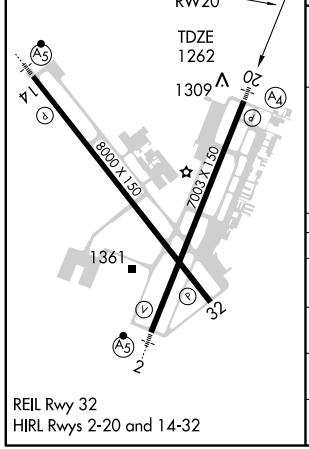
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ¼ mile, increase Circling Cat C ¼ mile.

MALS A4

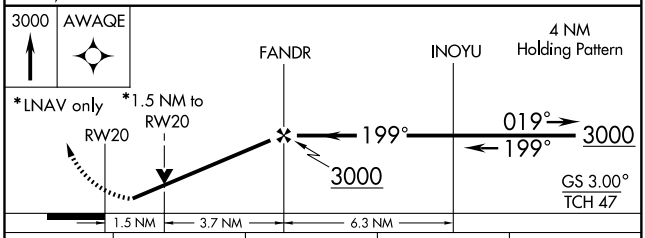
MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675





REIL Rwy 32
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
LPV DA	1531-1 269 (300-1)			
LNAV/VNAV DA	1656-1½ 394 (400-1½)			
LNAV MDA	1780-¾ 518 (600-¾)		1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)
CIRCLING	1780-1 512 (600-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	8000
319°	TDZE	1267
	Apt Elev	1268

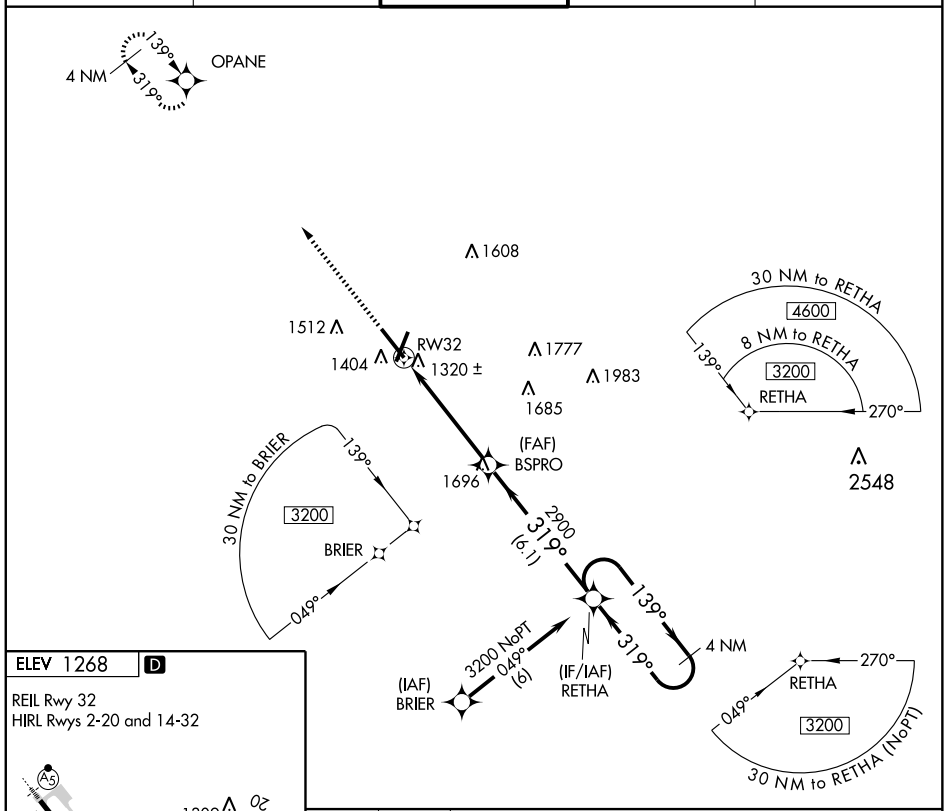
RNAV (GPS) RWY 32
SPRINGFIELD-BRANSON NATIONAL (SGF)

T
A NA

DME/DME RNP- 0.3 NA.

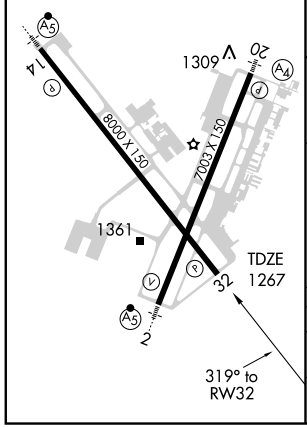
MISSED APPROACH: Climb to 3000 direct OPANE WP and hold.

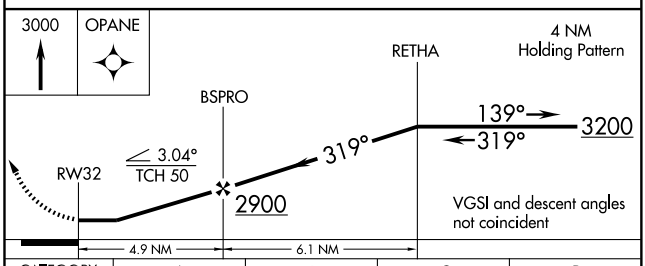
ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675



ELEV 1268 D

REIL Rwy 32
HIRL Rwys 2-20 and 14-32





CATEGORY	A	B	C	D
LNAV MDA	1740-1 473 (500-1)		1740-1¼ 473 (500-1¼)	1740-1½ 473 (500-1½)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC SGF 116.9 Chan 116	APP CRS 016°	Rwy ldg 6893 TDZE 1265 Apt Elev 1268

VOR/DME or TACAN RWY 2

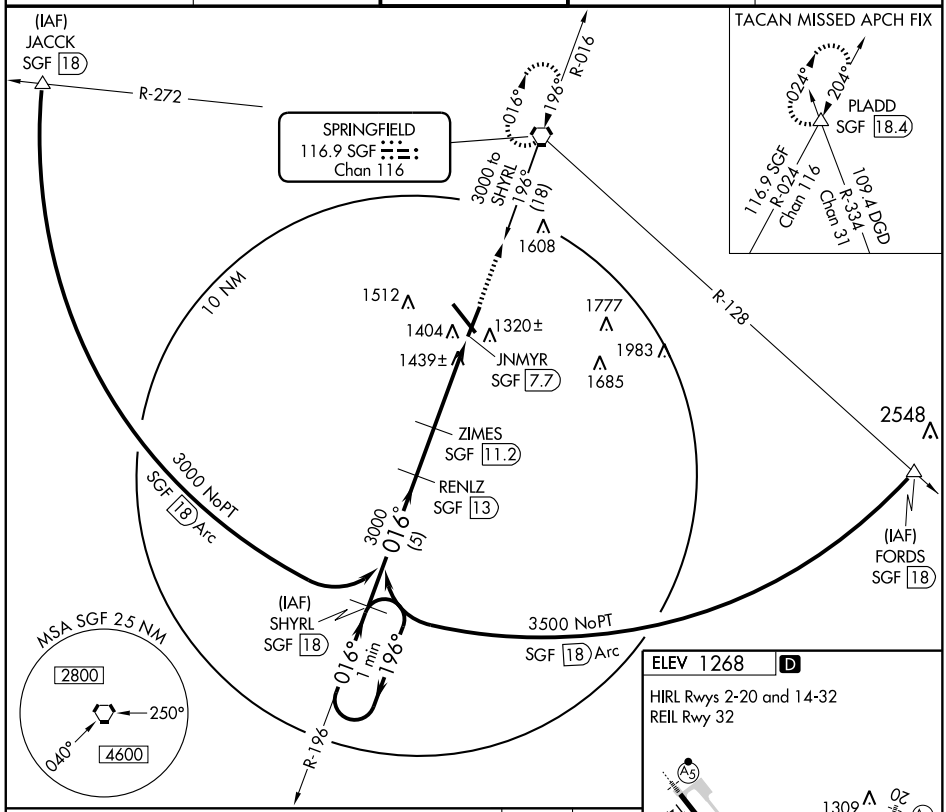
SPRINGFIELD-BRANSON NATIONAL (SGF)

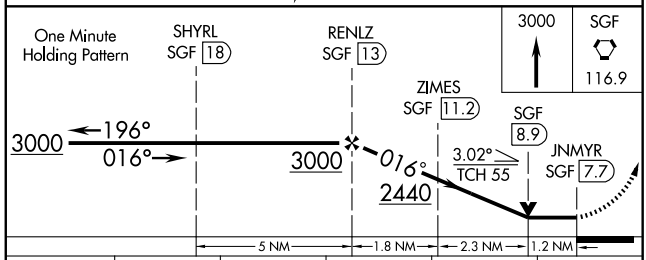
For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½.

MALSR A5

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

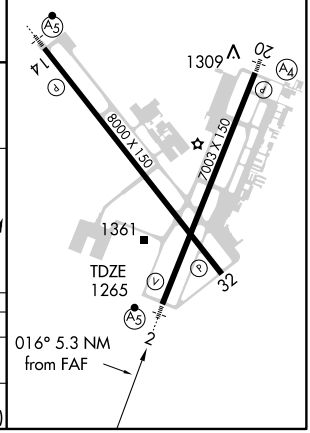




CATEGORY	A	B	C	D	E
S-2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

ELEV 1268 D

HIRL Rwys 2-20 and 14-32
REIL Rwy 32



NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC SGF 116.9 Chan 116	APP CRS 196°	Rwy ldg 7003 TDZE 1262 Apt Elev 1268

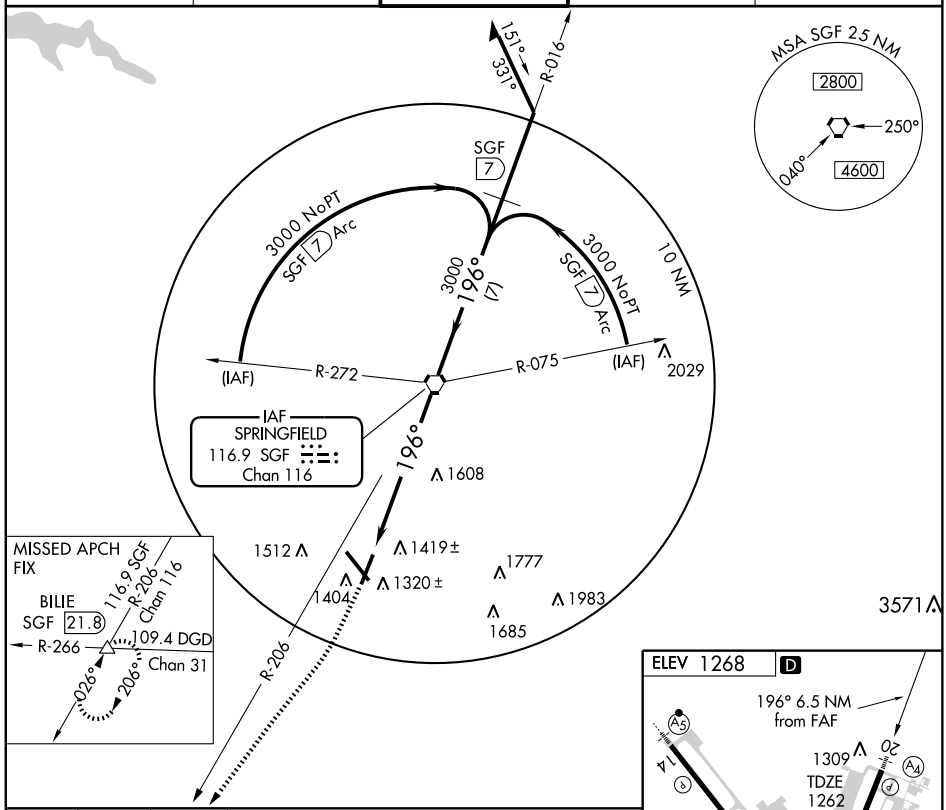
VOR or TACAN RWY 20
SPRINGFIELD-BRANSON NATIONAL (SGF)

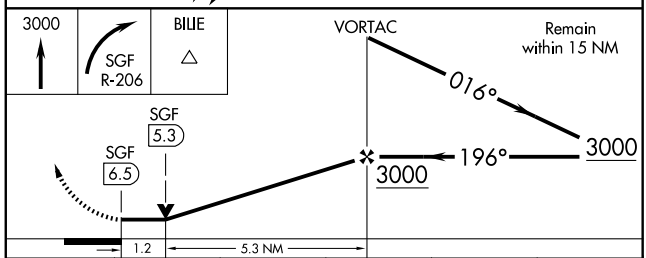
T A Inoperative table does not apply to Cat C.

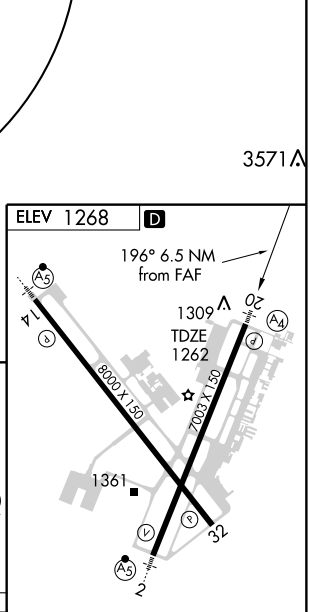
MALS A4

MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BILIE INT/SGF 21.8 DME and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







REIL Rwy 32
HIRL Rwys 2-20 and 14-32

CATEGORY	A	B	C	D	E
S-20	1700-¾ 438 (500-¾)		1700-1¼ 438 (500-1¼)	1700-1½ 438 (500-1½)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC STL	APP CRS	Rwy ldg	3451
117.4	060°	TDZE	442
Chan 121		Apt Elev	442

VOR or GPS RWY 9

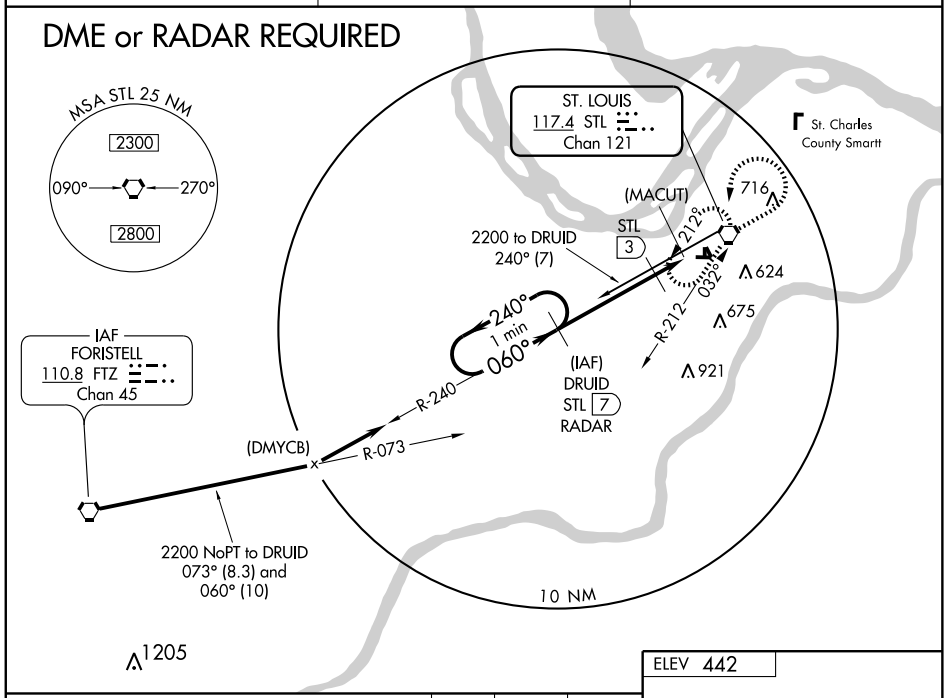
ST. CHARLES (3SQ)

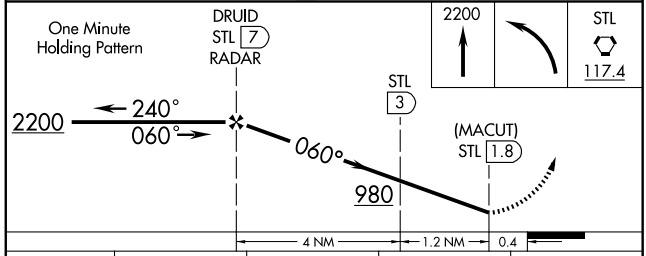
NA

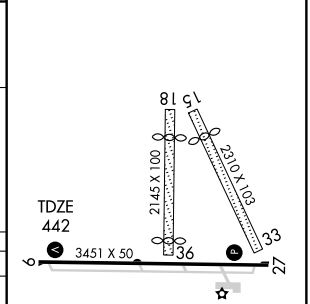
Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then left turn direct STL VORTAC and hold.

ST. LOUIS APP CON	CLNC DEL	UNICOM
124.2 353.9	120.15	123.0 (CTAF) L







LIRL Rwy 9-27

CATEGORY	A	B	C	D
S-9	980-1 538 (600-1)		980-1½ 538 (600-1½)	NA
CIRCLING	980-1 538 (600-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA
DME MINIMUMS				
S-9	860-1 418 (500-1)		860-1¼ 418 (500-1¼)	NA
CIRCLING	900-1 458 (500-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3800
180°	TDZE	436
	Apt Elev	436

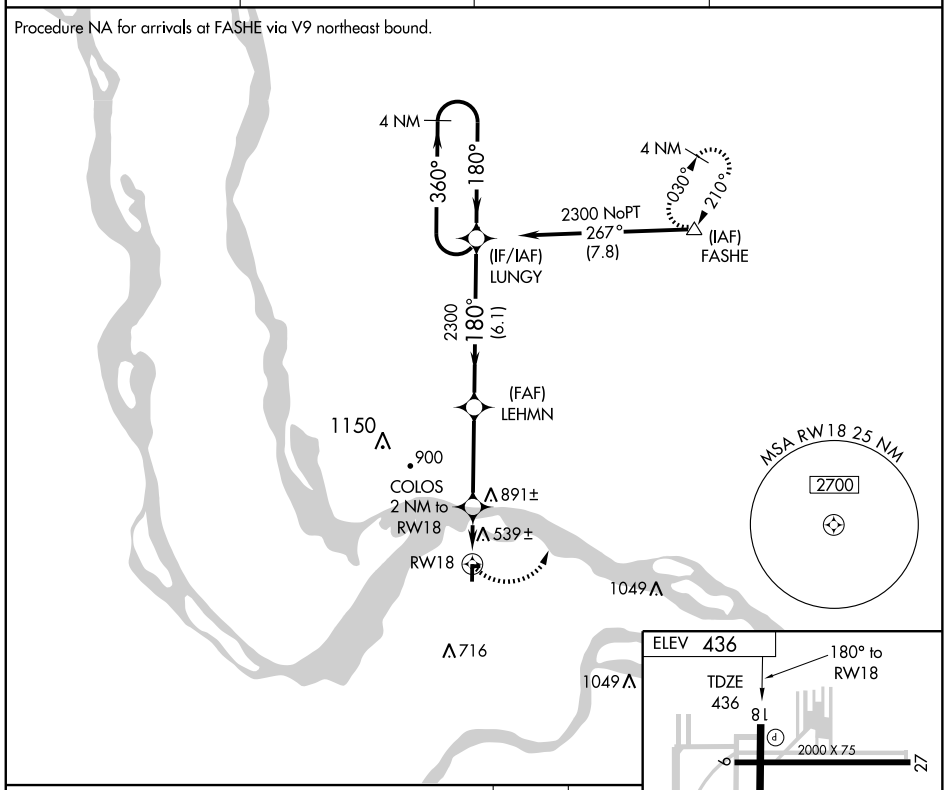
RNAV (GPS) RWY 18
ST. CHARLES COUNTY SMARTT (SET)

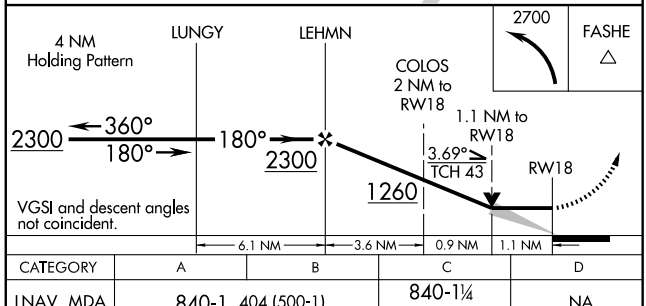
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
VDP NA with Lambert-St Louis Intl altimeter setting.

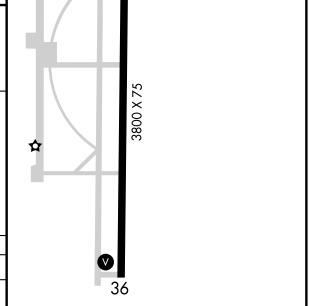
MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.

ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF) L

Procedure NA for arrivals at FASHE via V9 northeast bound.







CATEGORY	A	B	C	D
LNAV MDA	840-1 404 (500-1)		840-1¼ 404 (500-1¼)	NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

REIL Rwy 18
MIRL Rwys 9-27 and 18-36

NC-3. 03 JUN 2010 to 01 JUL 2010

VORTAC STL 117.4 Chan 121	APP CRS 208°	Rwy ldg 3800 TDZE 436 Apt Elev 436

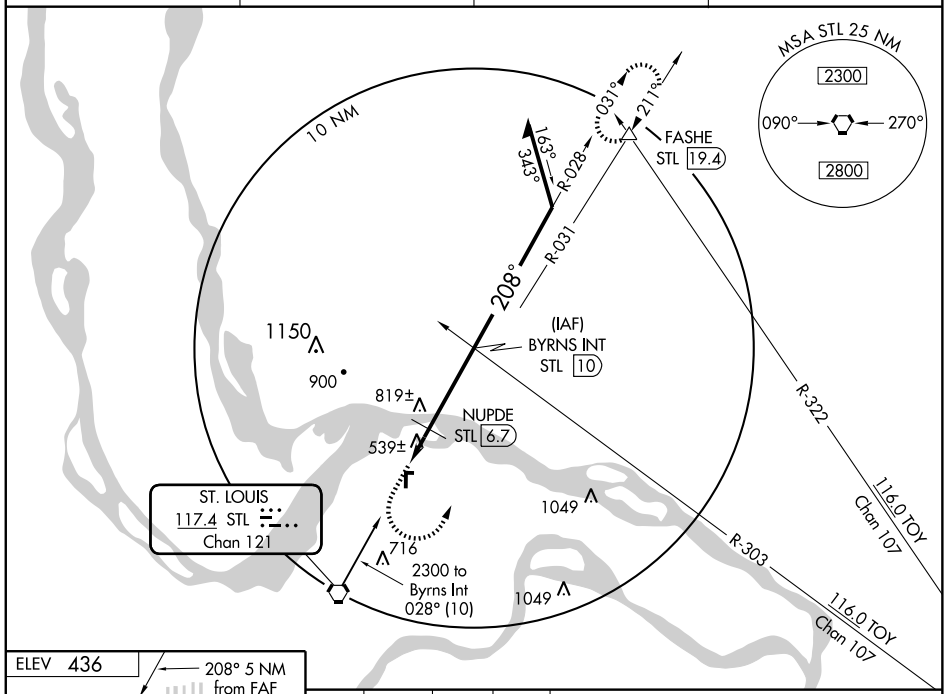
VOR RWY 18

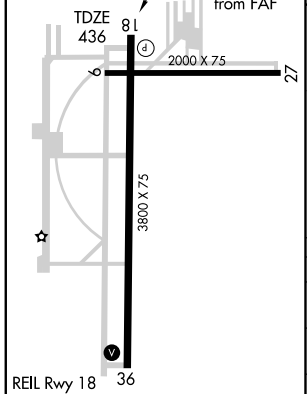
ST. CHARLES COUNTY SMARTT (SET)

If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
Straight-in minimums NA with Lambert-St. Louis altimeter setting.

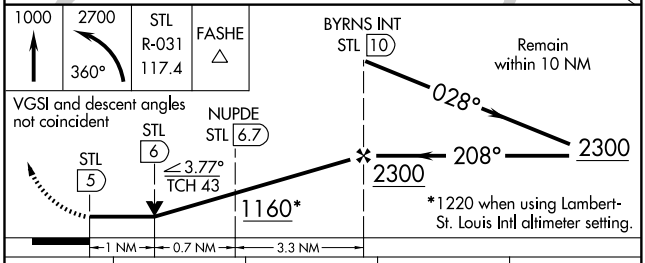
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360°and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF)





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-18	1160-1 724 (800-1)		1160-2 724 (800-2)	NA
CIRCLING	1160-1 724 (800-1)		1160-2 724 (800-2)	NA
NUPDE FIX MINIMUMS				
S-18	800-1 364 (400-1)			NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

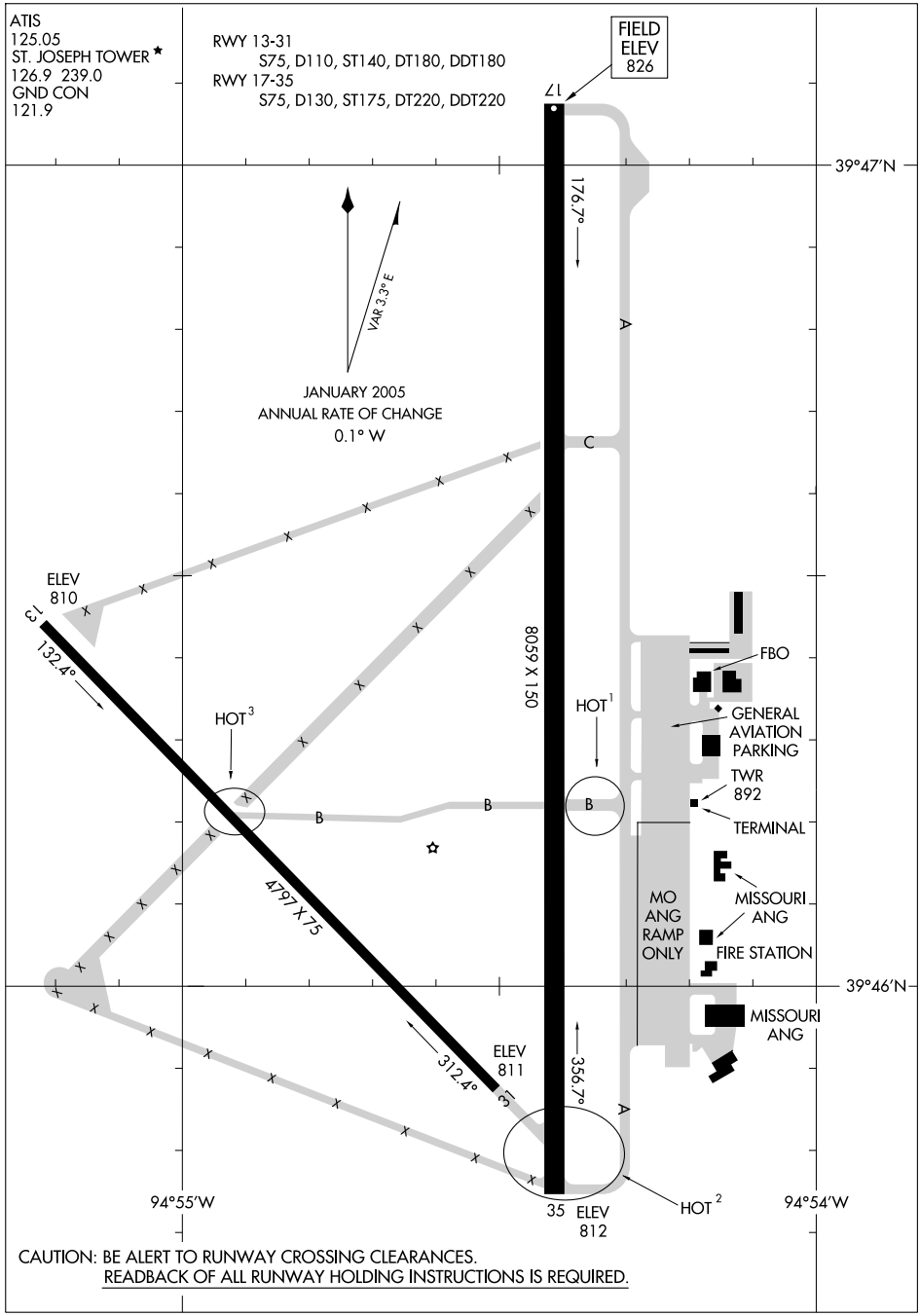
NC-3, 03 JUN 2010 to 01 JUL 2010

10154

AIRPORT DIAGRAM

AL-359 (FAA)

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURI



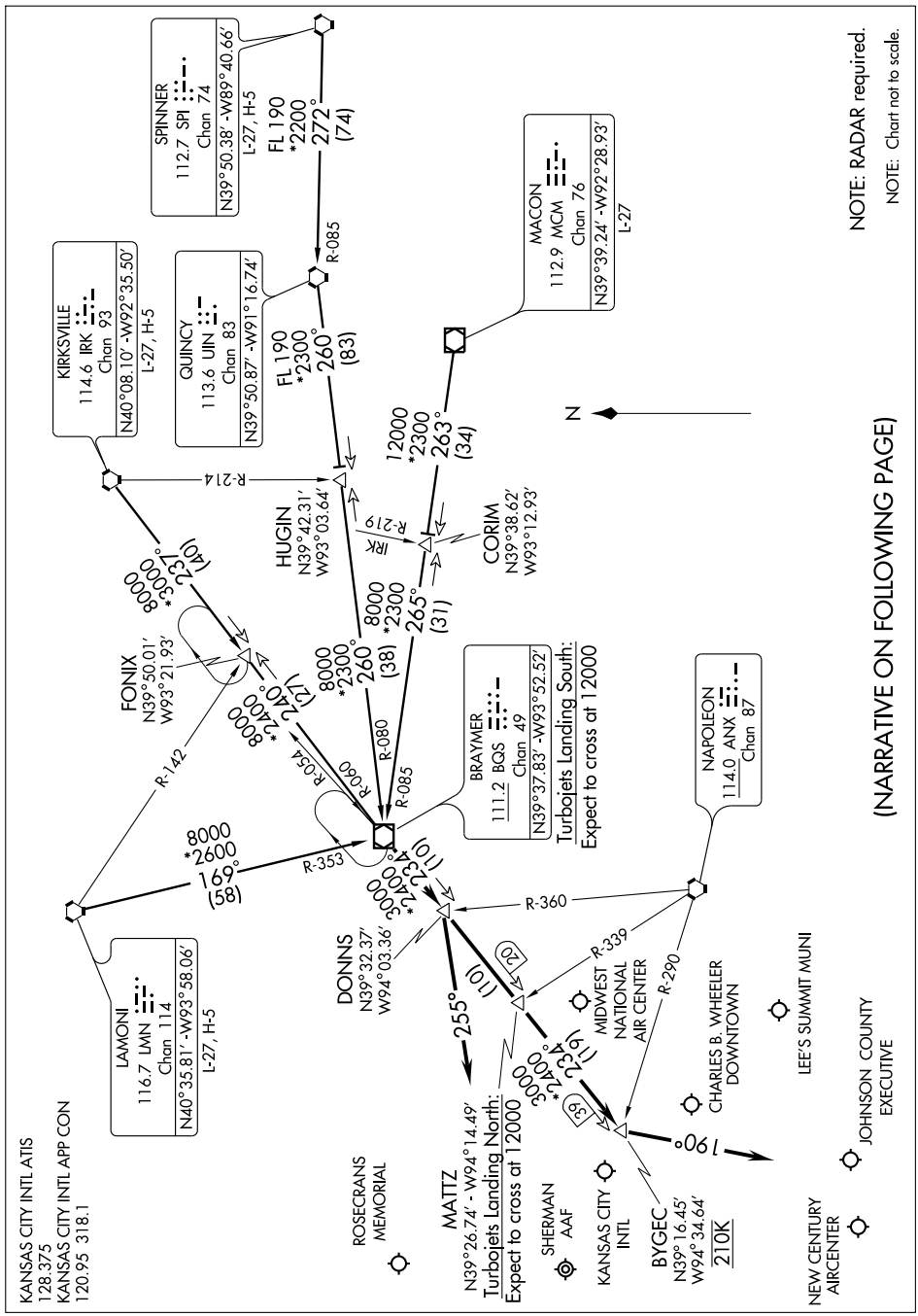
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 03 JUN 2010 to 01 JUL 2010

BRAYMER FOUR ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

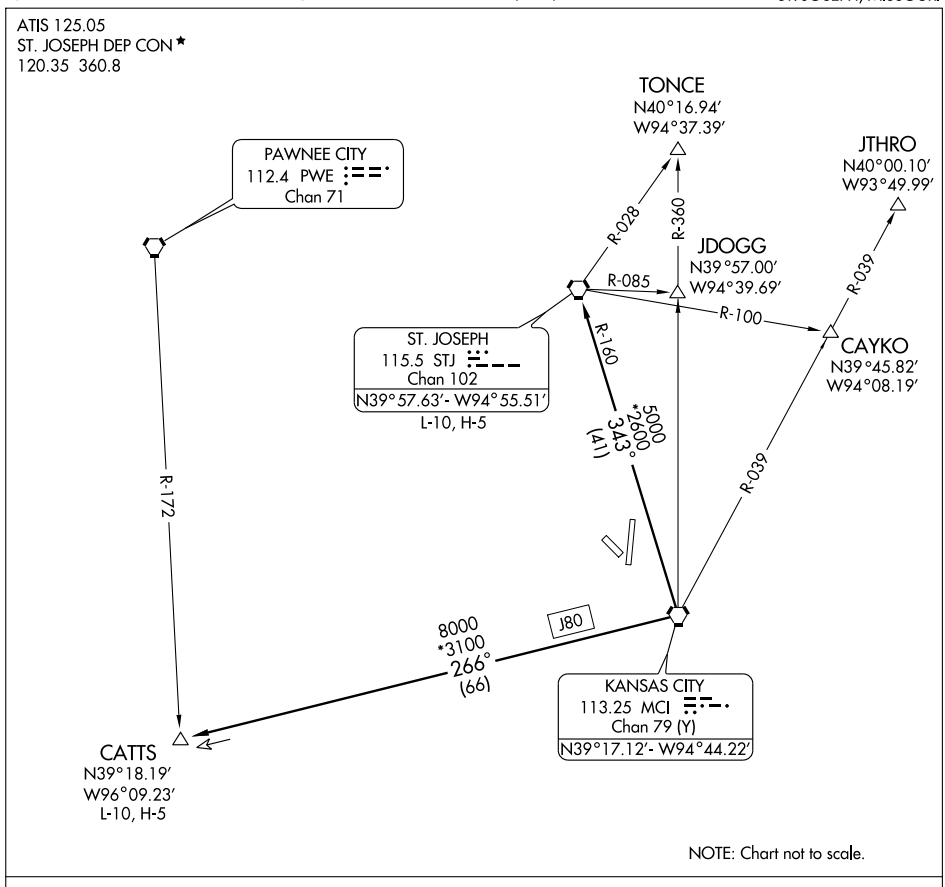
ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

CHIEF THREE DEPARTURE

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)
SL-359 (FAA)
ST. JOSEPH, MISSOURI



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC I-STJ	APP CRS	Rwy ldg	8059
110.3	356°	TDZE	814
		Apt Elev	826

ILS or LOC RWY 35

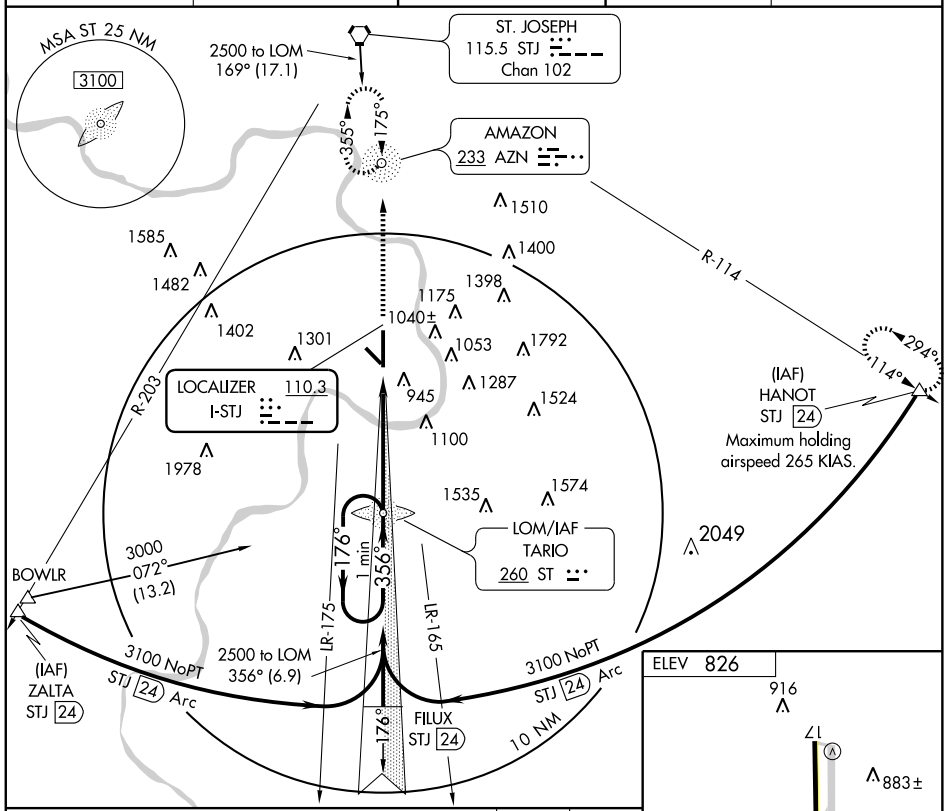
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

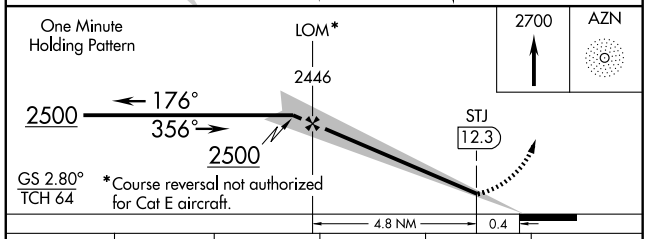
ASR/PAR

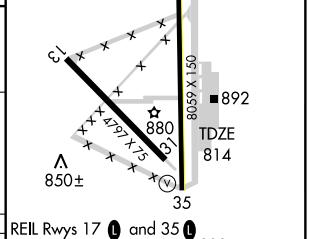
ADF or TACAN Required.

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold. (TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







REIL Rwys 17 L and 35 L
HIRL Rwy 17-35 L

900±
356° 5.2 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 35	1014/40 200 (200-¾)				
S-LOC 35	1160/50 346 (400-1)			1160/60 346 (400-1¼)	
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

FAF to MAP 4.8 NM

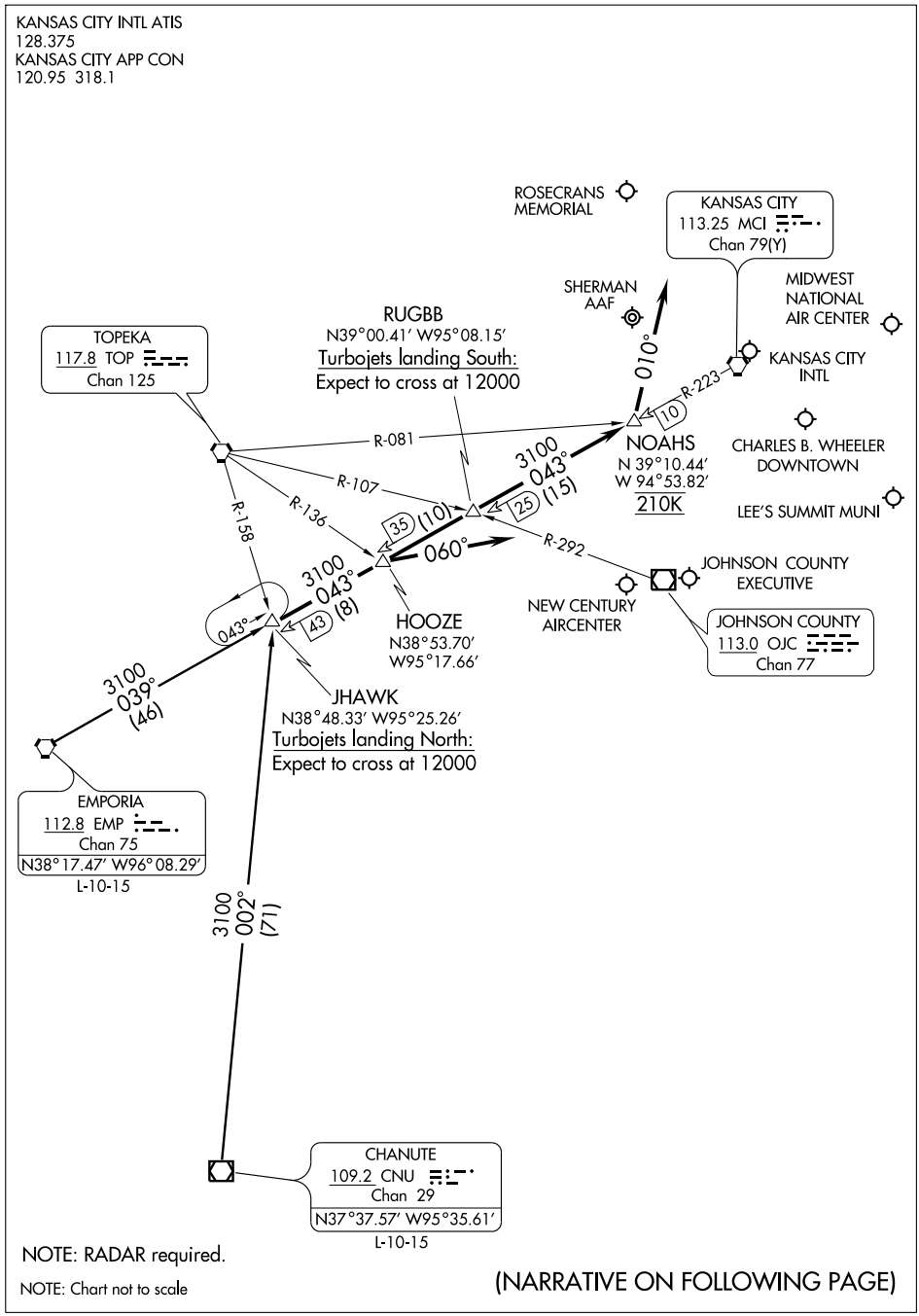
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 03 JUN 2010 to 01 JUL 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

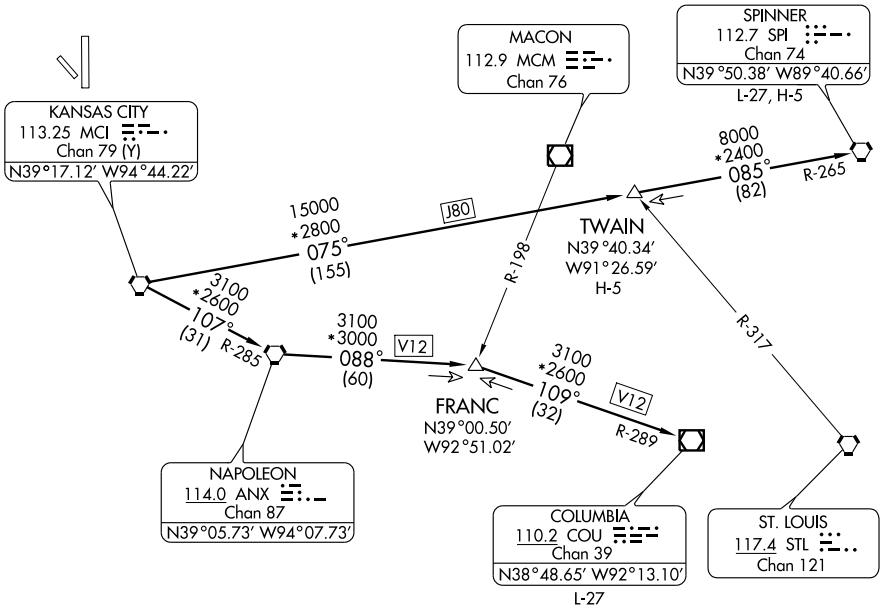
....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

LAKES FIVE DEPARTURE

SL-359 (FAA)

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



TAKE-OFF MINIMUMS

Rwy 13, 17, 35: Standard.
Rwy 31: 400-2¼ or standard with minimum climb of 325′ per NM to 1300′.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394′ from DER, 655′ left of centerline, 100′ AGL/919′ MSL.
Rwy 17: Trees beginning 2691′ from DER, across courseline, up to 109′ AGL/928′ MSL.
Rwy 31: Trees beginning 1.18 NM from DER, 986′ left of centerline, up to 100′ AGL/1139′ MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOC I-STJ	APP CRS	Rwy ldg	8059
110.3	176°	TDZE	826
		Apt Elev	826

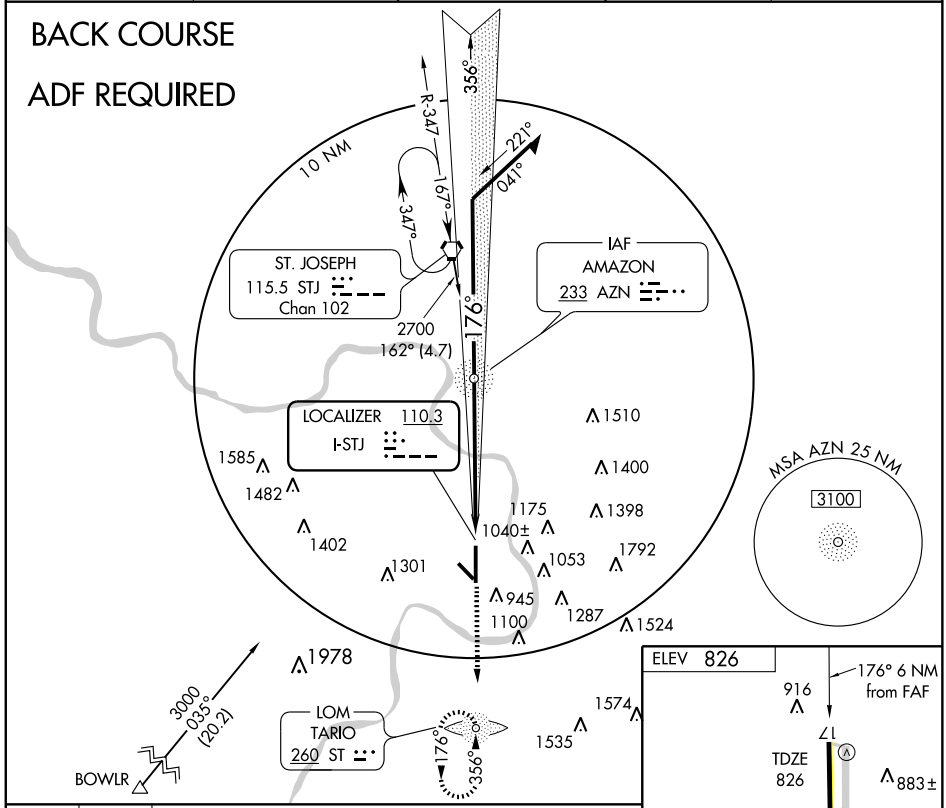
LOC BC RWY 17

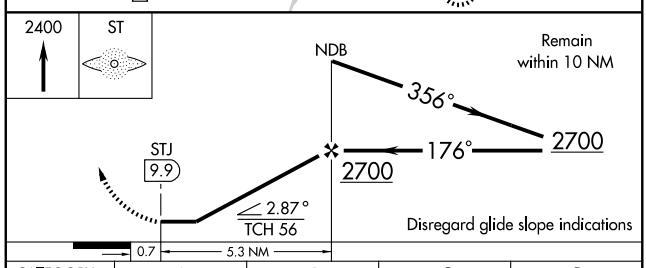
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

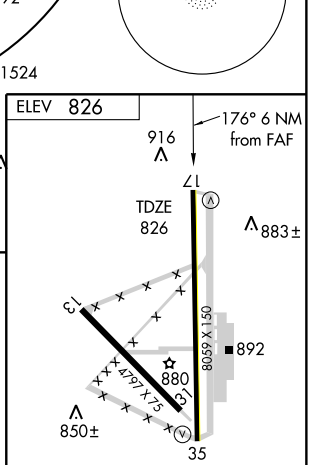
ASR/PAR

MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)

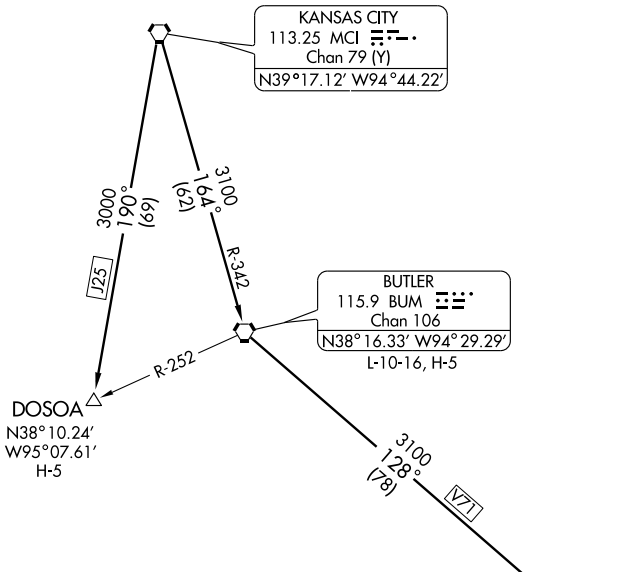
FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3, 03 JUN 2010 to 01 JUL 2010

RACER THREE DEPARTURE

ATIS 125.05
ST. JOSEPH DEP CON★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	8059
176°	TDZE	826
	Apt Elev	826

RNAV (GPS) RWY 17

ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

NA ASR/PAR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct TOCDU WP and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95

30 NM to TOCDU (NoPT)
3000
TOCDU
086° 266°
4 NM
176°
356°
(IAF) WATSU
3000 NoPT 086° (6)
3000 NoPT 266° (6)
(IAF) BUPAC
(IF/IAF) TOCDU
2700
176° (6)
086° WATSU
3000
356°
30 NM to WATSU
266° BUPAC
3000
356°
30 NM to BUPAC
(FAF) JUNPI
1585
1482
1129±
1510
1400
1398
1175
1040±
RW17
1402
1053
1792
1301
945
1287
1524
1100
1978
883±

ELEV 826
916
176° to RW17
17
TDZE 826
883±
1978
17
8059 X 150
892
880
4797 X 75
37
850±
35
900±

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

3000 TOCDU
TOCDU
4 NM Holding Pattern
JUNPI
1.4 NM to RW17
RW17
3.05° TCH 56
356°
176°
3000
176°
2700
1.4 4.2 NM 6 NM

CATEGORY	A	B	C	D	E
LNAV MDA	1340-1 514 (600-1)		1340-1½ 514 (600-1½)	1340-1¾ 514 (600-1¾)	
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	8059
356°	TDZE	814
	Apt Elev	826

RNAV (GPS) RWY 35

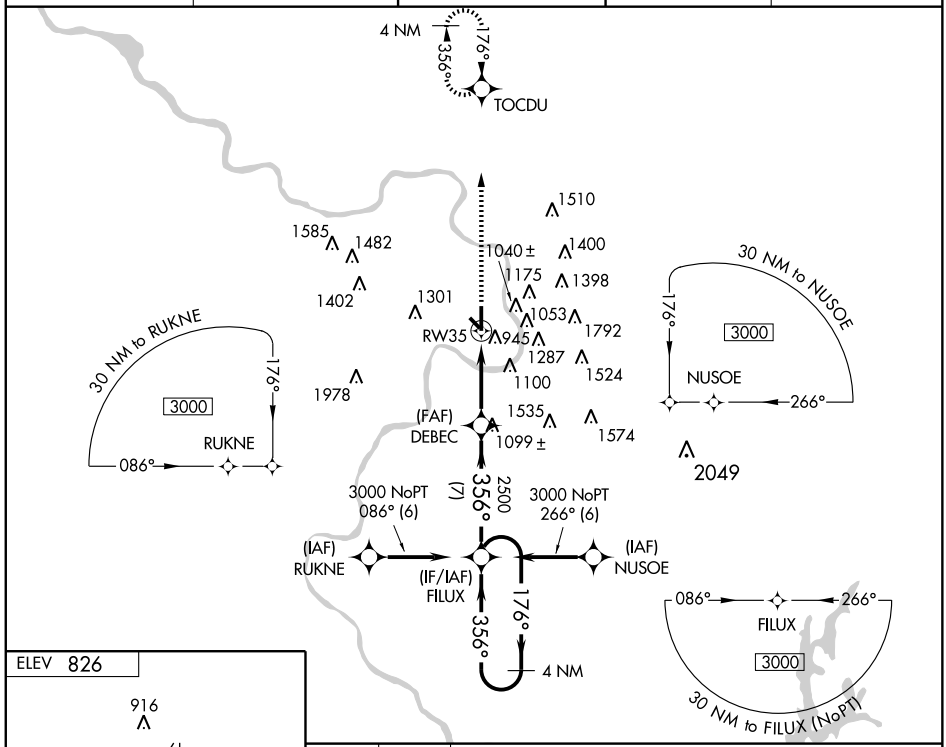
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

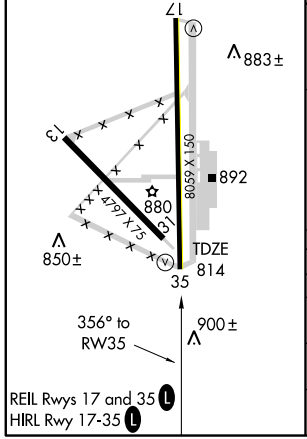
NA ASR/PAR

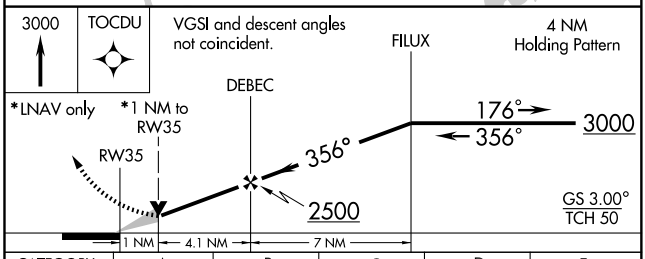
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (3° F).

MISSED APPROACH: Climb to 3000 direct TOCDU WP and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







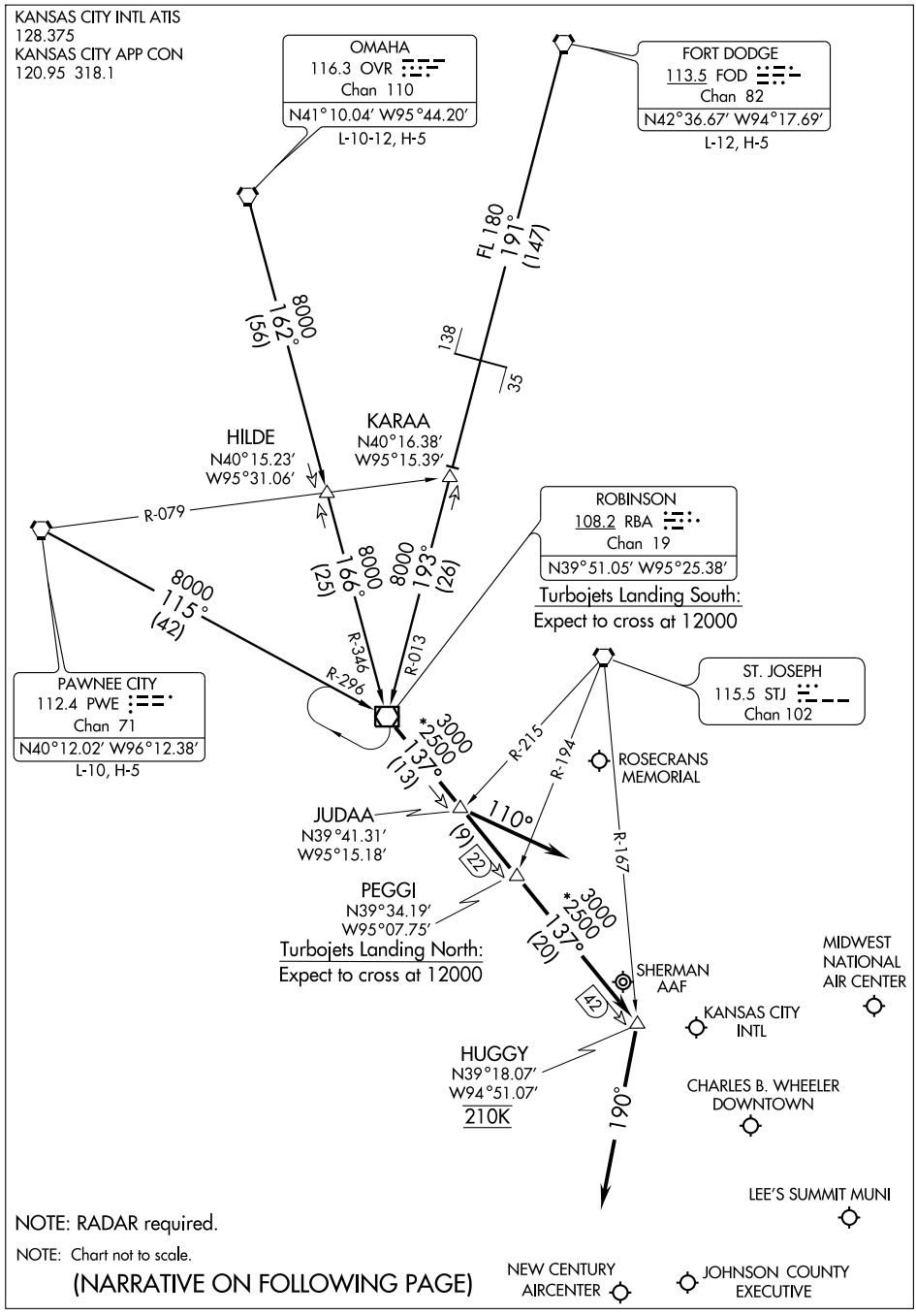
CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	1240-1½ 426 (500-1½)				
LNAV MDA	1160/50 346 (400-1)			1160/60 346 (400-1¼)	
CIRCLING	1400-1½ 574 (600-1½)			1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3. 03 JUN 2010 to 01 JUL 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

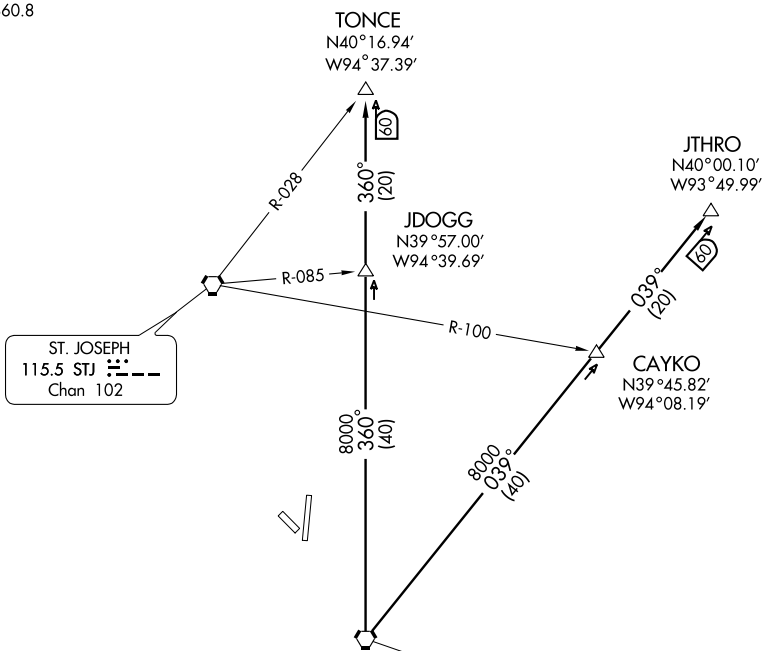
ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

ROYAL THREE DEPARTURE

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

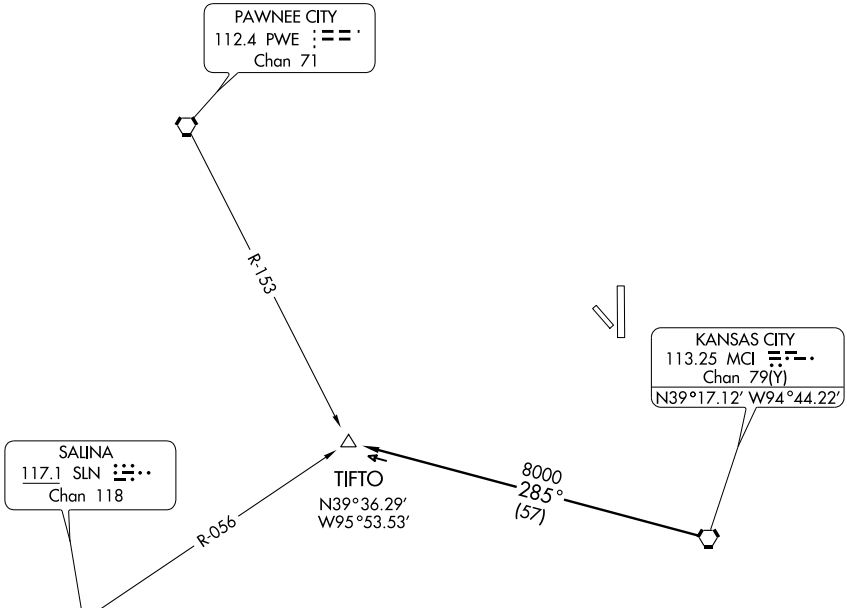
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

TIFTO TWO DEPARTURE

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

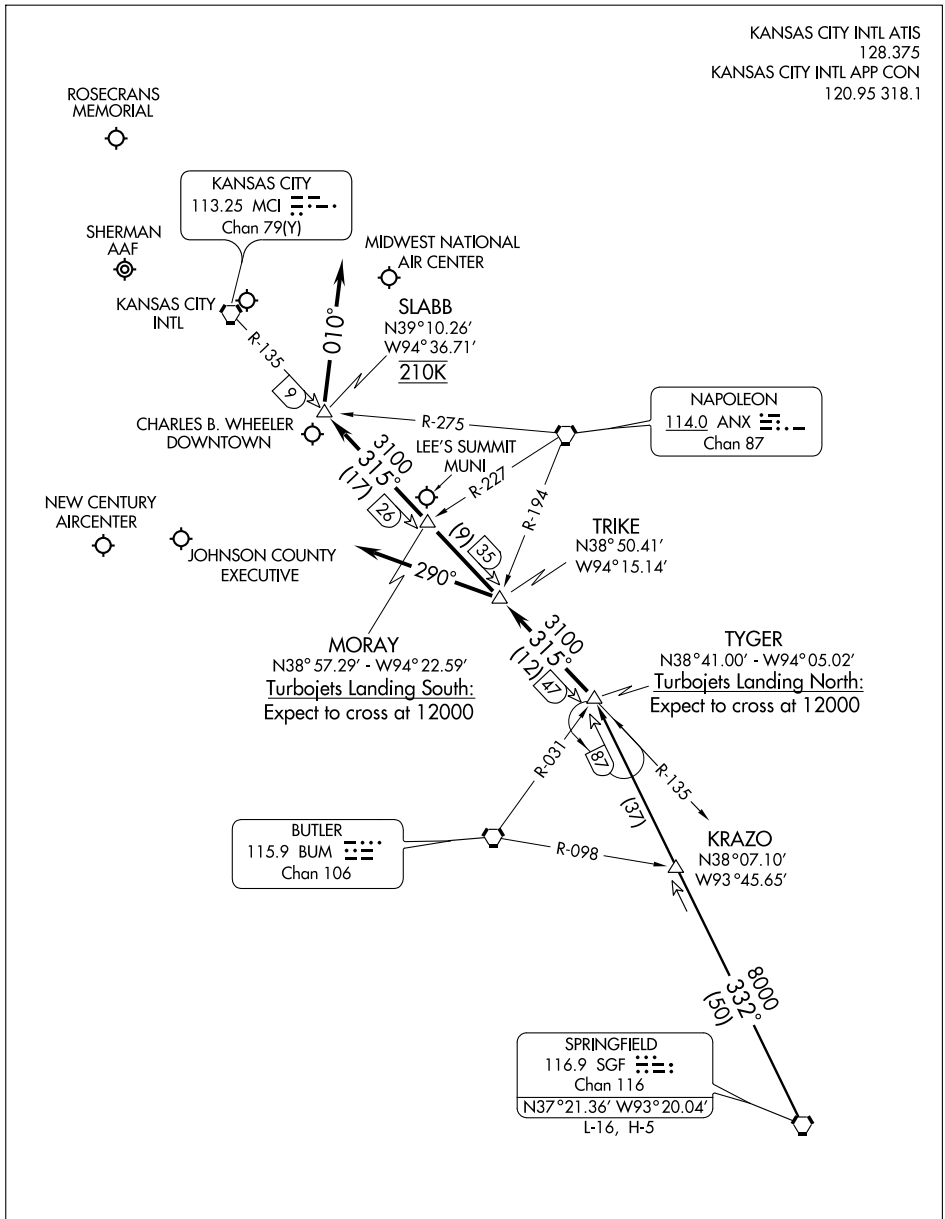
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .
Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .
Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...
Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

STJ VORTAC 115.5 Chan 102	APP CRS 348°	Rwy ldg 8059 TDZE 814 Apt Elev 826

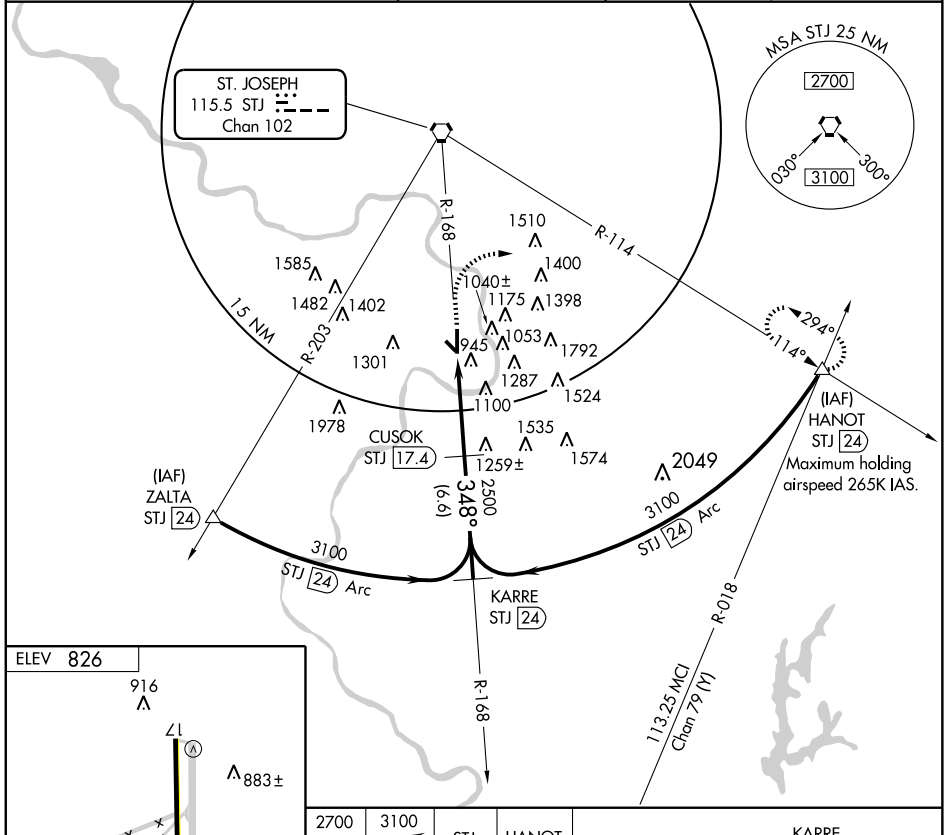
VOR/DME or TACAN RWY 35

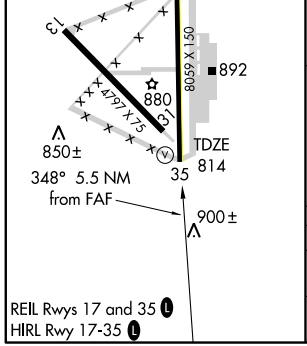
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

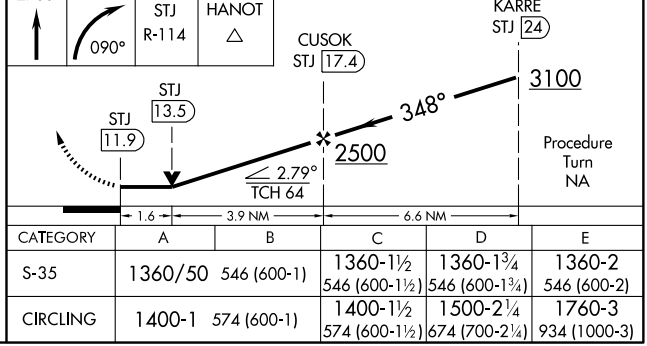
NA
ASR/PAR

MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D	E
S-35	1360/50	546 (600-1)	1360-1½ 546 (600-1½)	1360-1¾ 546 (600-1¾)	1360-2 546 (600-2)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

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VORTAC STJ 115.5 Chan 102	APP CRS 167°	Rwy ldg 8059 TDZE 826 Apt Elev 826

VOR or TACAN RWY 17

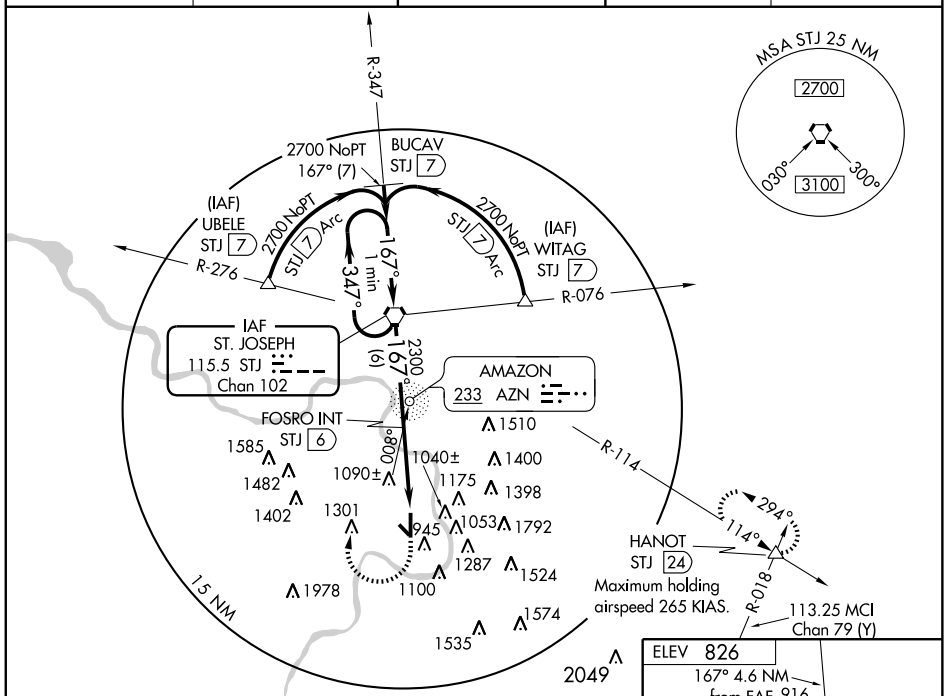
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

T A ASR/PAR

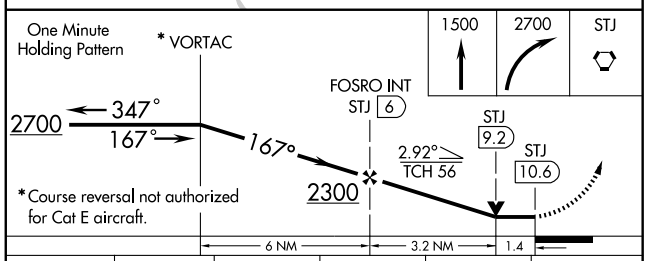
Missed approach to STJ VORTAC not authorized for Cat. E aircraft.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

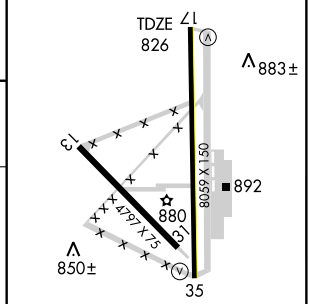
ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95



ADF or DME REQUIRED



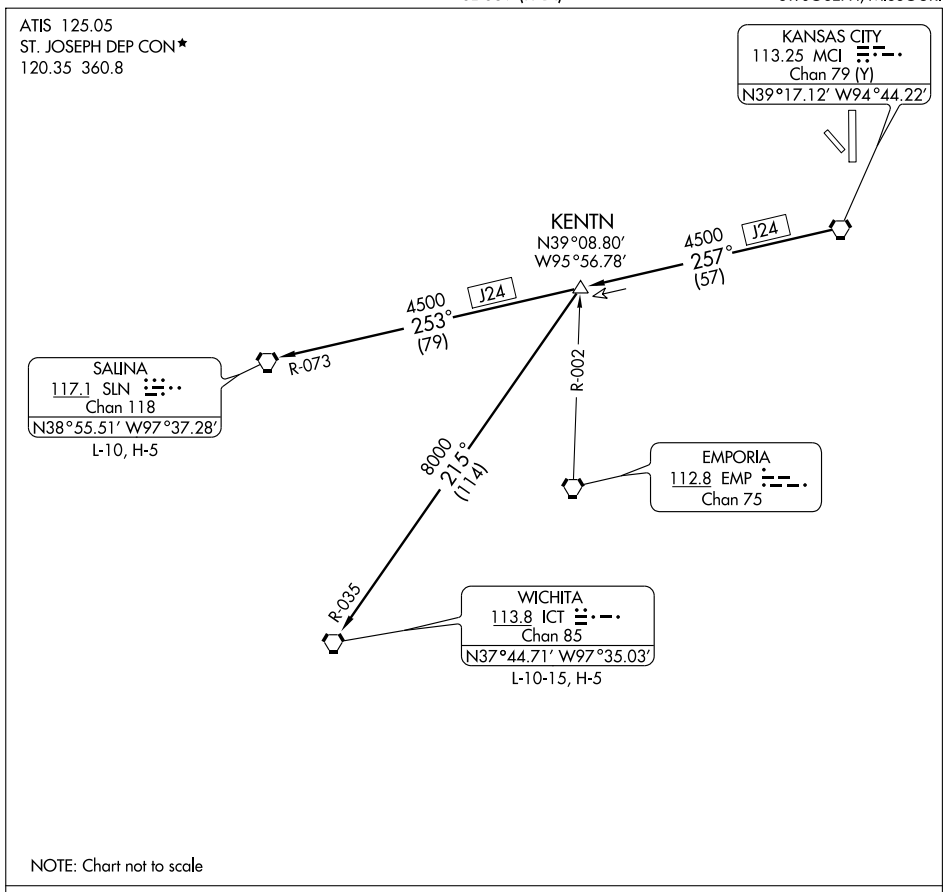
CATEGORY	A	B	C	D	E
S-17	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2½ 674 (700-2½)	1760-3 934 (1000-3)



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-3, 03 JUN 2010 to 01 JUL 2010

WILDCAT TWO DEPARTURE



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

WAAS CH 50403 W16A	APP CRS 158°	Rwy ldg 4500 TDZE 451 Apt Elev 463

RNAV (GPS) RWY 16

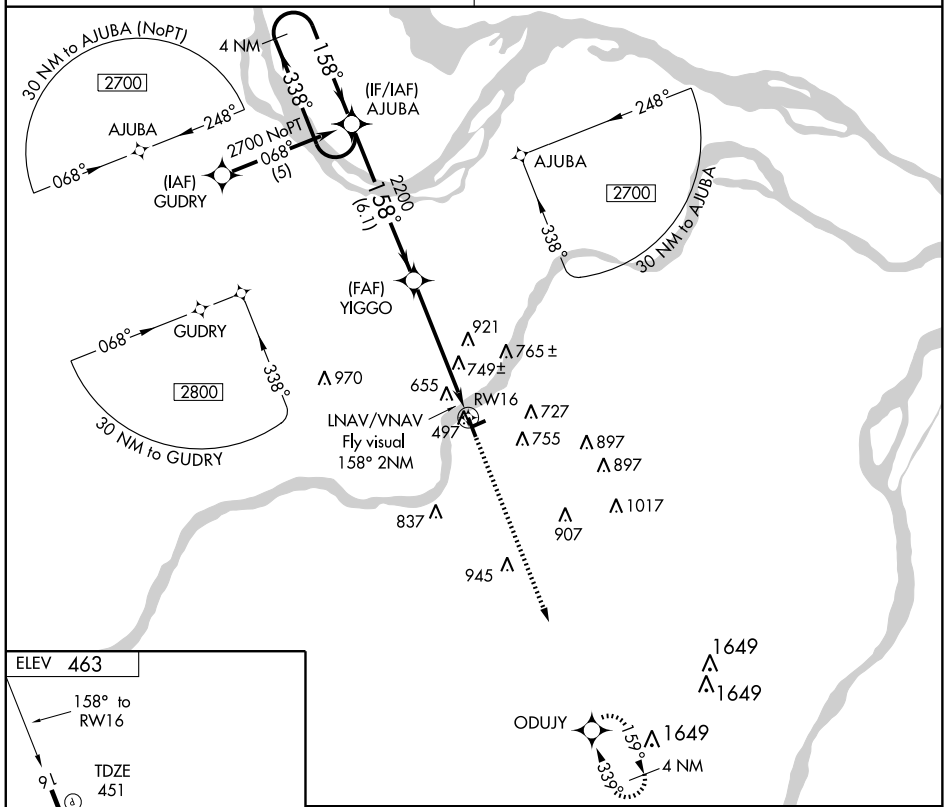
ST. LOUIS/CREVE COEUR (1H0)

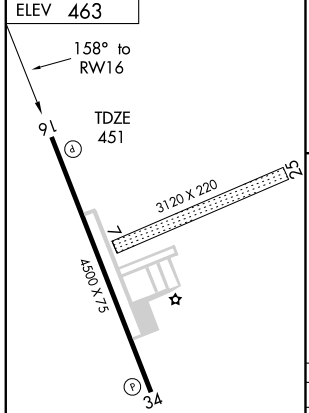
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

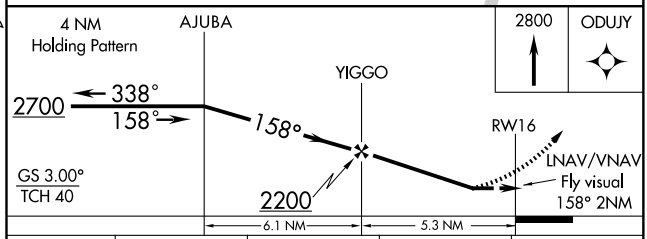
MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	912-1¾ 461 (500-1¾)		NA	
LNAV/VNAV DA	1130-2 679 (700-2)		NA	
LNAV MDA	1160-1 709 (700-1)		NA	
CIRCLING	1160-1 697 (700-1)		NA	

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

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WAAS CH 93905 W34A	APP CRS 338°	Rwy ldg 4500 TDZE 463 Apt Elev 463

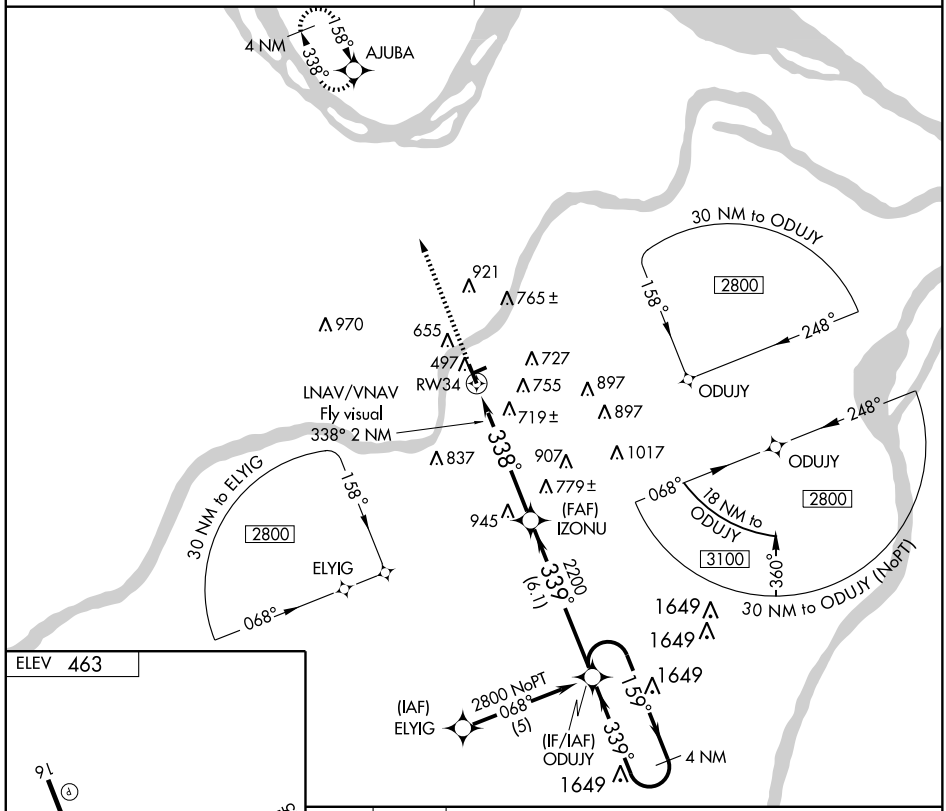
RNAV (GPS) RWY 34

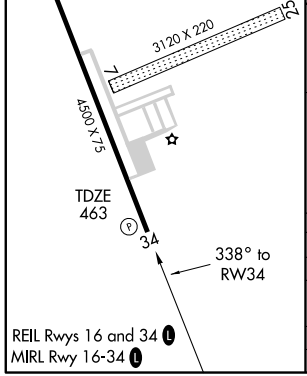
ST. LOUIS/CREVE COEUR (1H0)

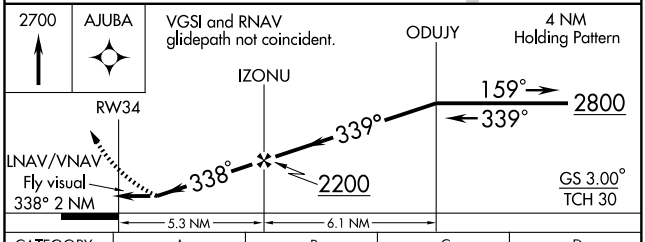
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

ST. LOUIS APP CON	UNICOM
126.5 254.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	809-1¼ 346 (400-1¼)		NA	
LNAV/VNAV DA	1131-2 668 (700-2)		NA	
LNAV MDA	1080-1 617 (700-1)		NA	
CIRCLING	1080-1 617 (700-1)		NA	

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VORTAC FTZ 110.8 Chan 45	APP CRS 080°	Rwy ldg N/A TDZE N/A Apt Elev 451

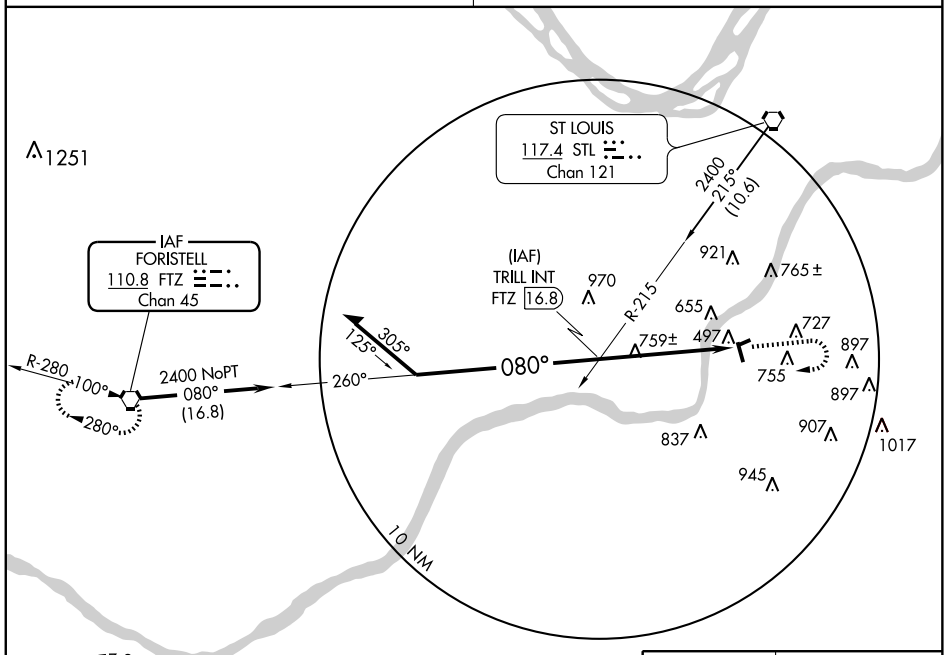
VOR-A

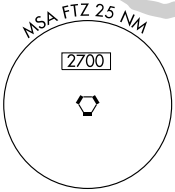
ST. LOUIS/ CREVE COEUR (1H0)

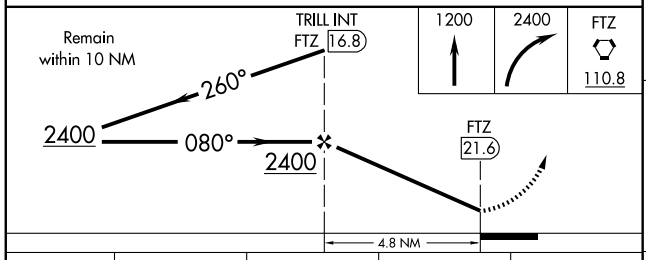
NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

ST. LOUIS APP CON	UNICOM
126.5 254.3	122.8 (CTAF) L



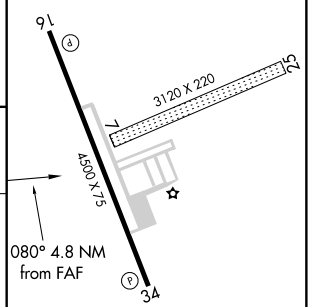




ELEV 451

REIL Rwys 16 and 34 L

MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
CIRCLING	1060-1 609 (700-1)	1080-1¼ 629 (700-1¼)	NA	

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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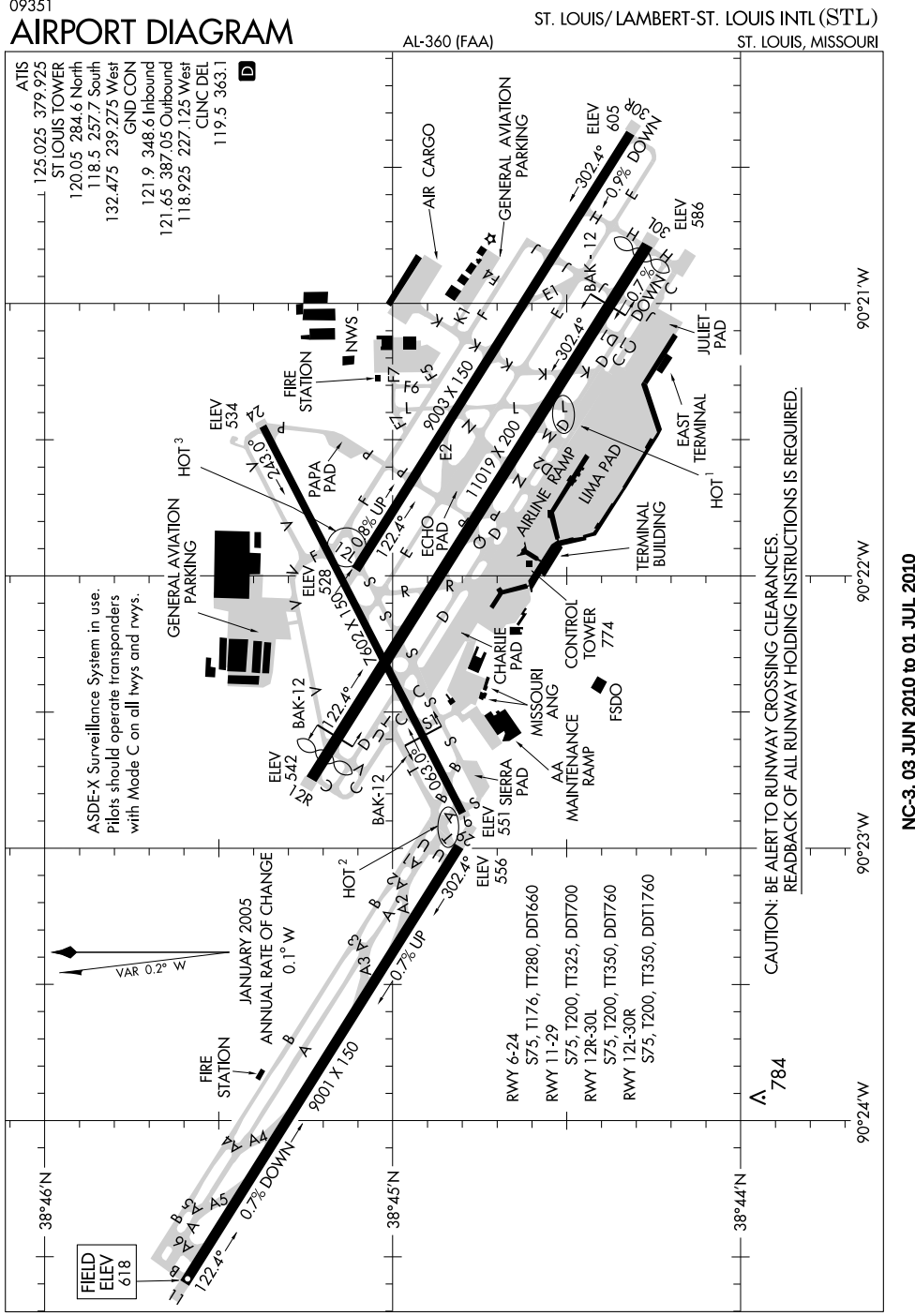
AIRPORT DIAGRAM

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

AL-360 (FAA)

ST. LOUIS, MISSOURI

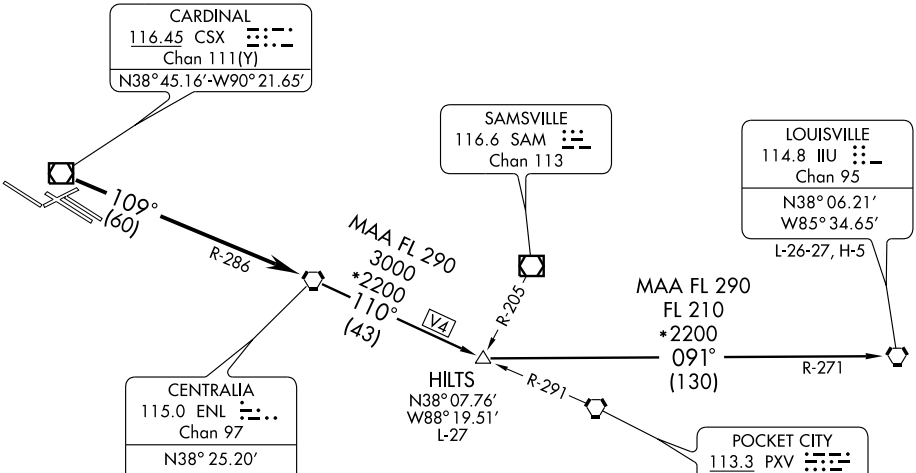


BLUES TWO DEPARTURE

SL-360 (FAA)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

CARDS SEVEN DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

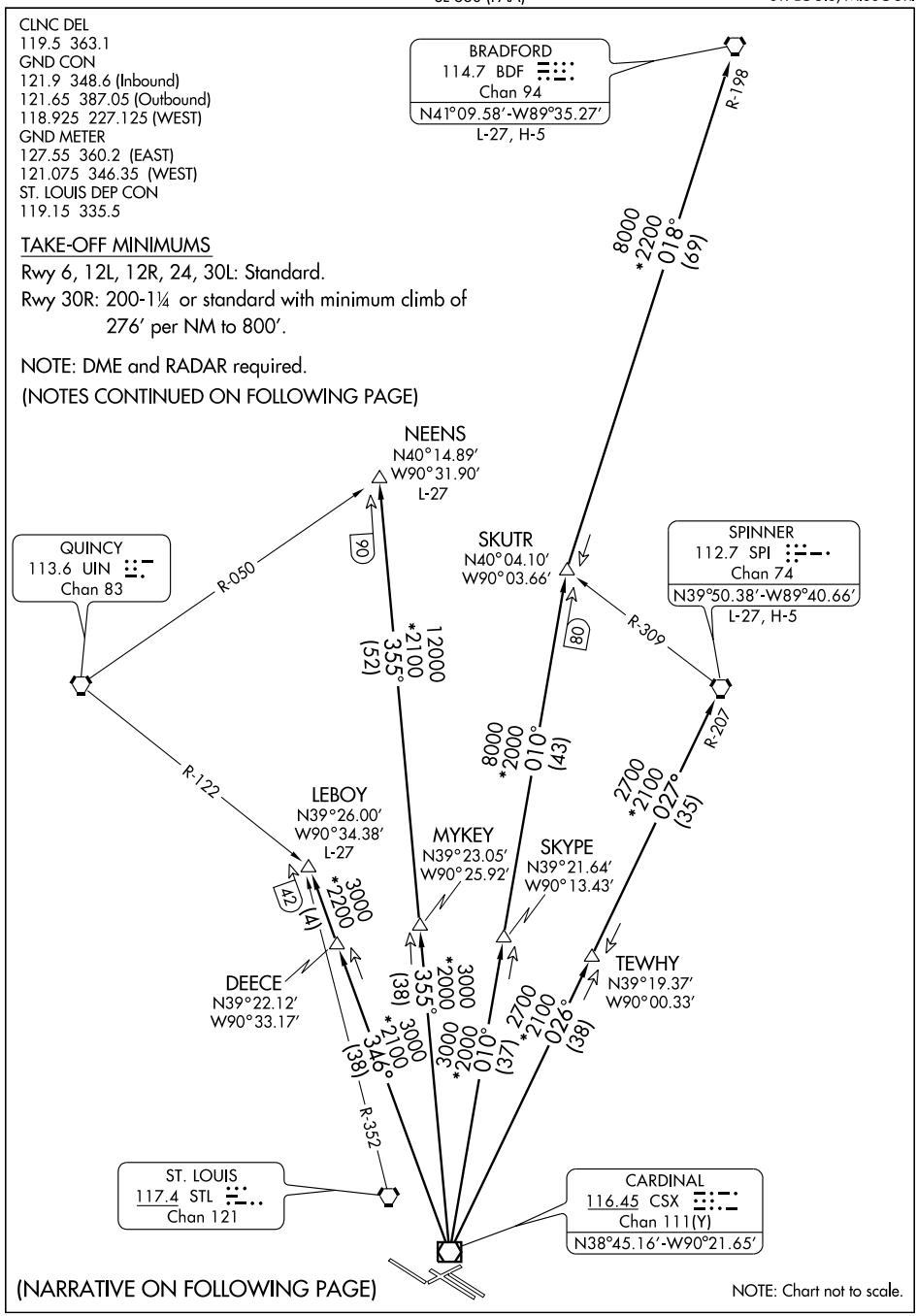
TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276′ per NM to 800′.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

V

DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577′ from DER, 618′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA 1037′ from DER, 709′ right of centerline, 391′ AGL/573′ MSL.
Pole 1368′ from DER, 635′ right of centerline, 28′ AGL/568′ MSL.
Antenna on bldg 2478′ from DER, 1012′ right of centerline, 30′ AGL/598′ MSL.

Rwy 12L: OL on DME 551′ from DER, 258′ left of centerline, 20′ AGL/619′ MSL.

Rwy 12R: Traffic sign 1416′ from DER, 705′ right of centerline, 7′ AGL/636′ MSL.
Bush 1791′ from DER, 503′ right of centerline, 7′ AGL/636′ MSL.
Tree 1933′ from DER, 370′ left of centerline, 88′ AGL/657′ MSL.
Tree 2228′ from DER, 162′ left of centerline, 75′ AGL/654′ MSL.
Sign 2804′ from DER, 873′ right of centerline, 93′ AGL/672′ MSL.

Rwy 24: Multiple trees and antenna beginning 3766′ from DER, 899′ right of centerline, up to 115′ AGL/704′ MSL.

Rwy 30L: Ground beginning at DER, 157′ right of centerline, up to 592′ MSL.
Multiple trees and poles beginning 1684′ from DER, 641′ left of centerline, 107′ AGL/684′ MSL.

Rwy 30R: OL on GS 950′ from DER, on centerline, 28′ AGL/587′ MSL.
Multiple buildings and antenna beginning 1374′ from DER, 709′ right of centerline, up to 81′ AGL/611′ MSL.
Multiple trees and antenna beginning 4240′ from DER, 253′ right of centerline, up to 142′ AGL/741′ MSL.

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GATEWAY FOUR DEPARTURE

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

SL-360 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

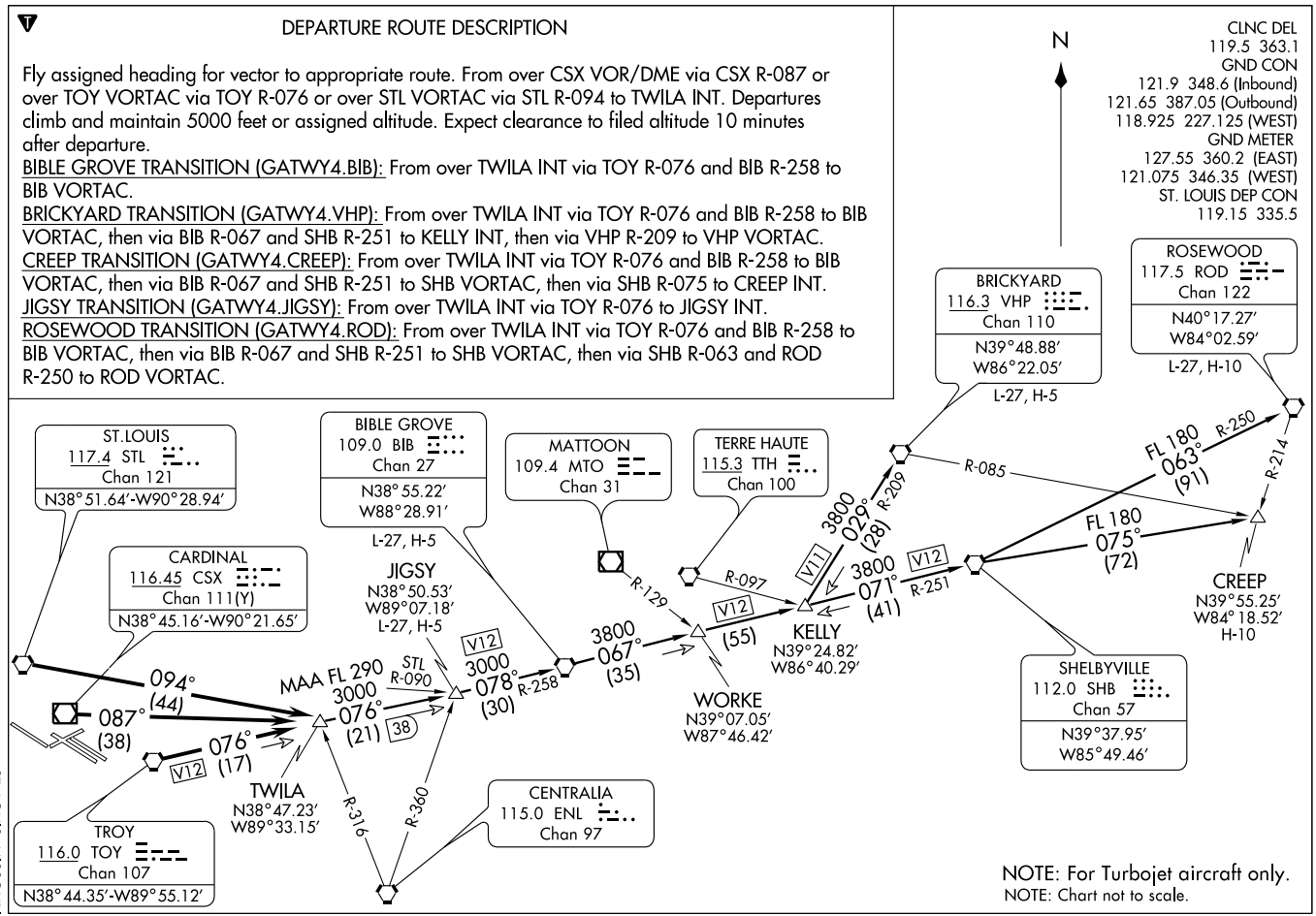
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



ILS or LOC RWY 6

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

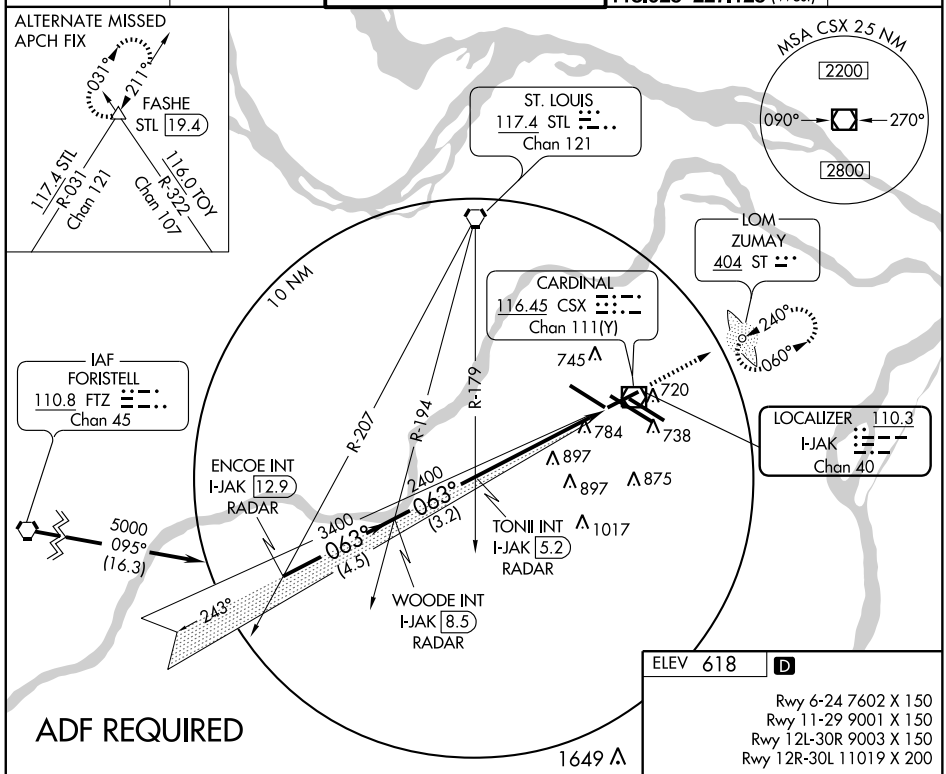
LOC/DME I-JAK	APP CRS	Rwy ldg	7602
110.3	063°	TDZE	551
Chan 40		Apt Elev	618

When MALSR inoperative, increase visibility S-ILS 6 Cat E ¼ mile and S-LOC 6 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

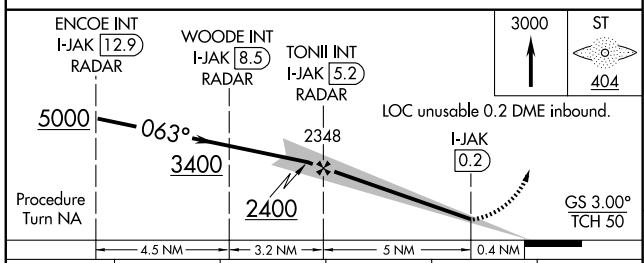


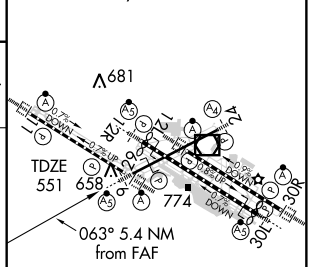
ADF REQUIRED

Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 6	801/40 250 (200-¾)				
S-LOC 6	1020/24 469 (500-½)		1020/40 469 (500-¾)	1020/50 469 (500-1)	1020/60 469 (500-1¼)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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LOC/DME I-OGZ	APP CRS	Rwy ldg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

ILS or LOC RWY 11

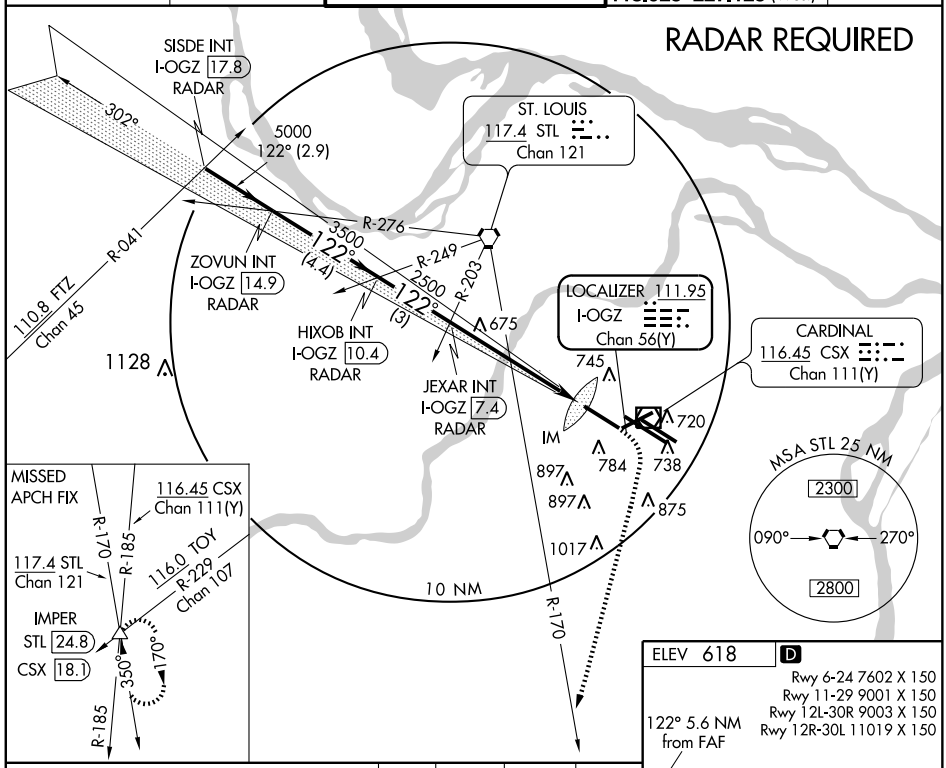
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

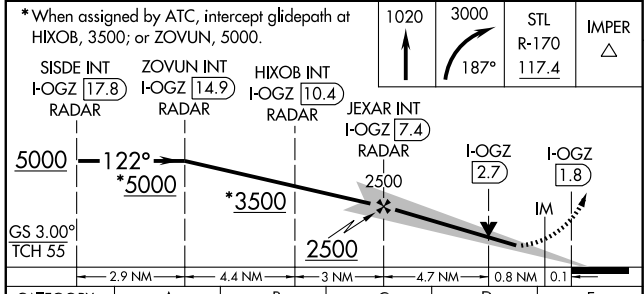
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.

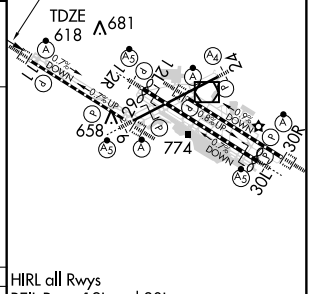
ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1







HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)
S-LOC 11	980/24 362 (400-½)			980/40 362 (400-¾)	

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy ldg 9003 TDZE 541 Apt Elev 618

ILS or LOC RWY 12L

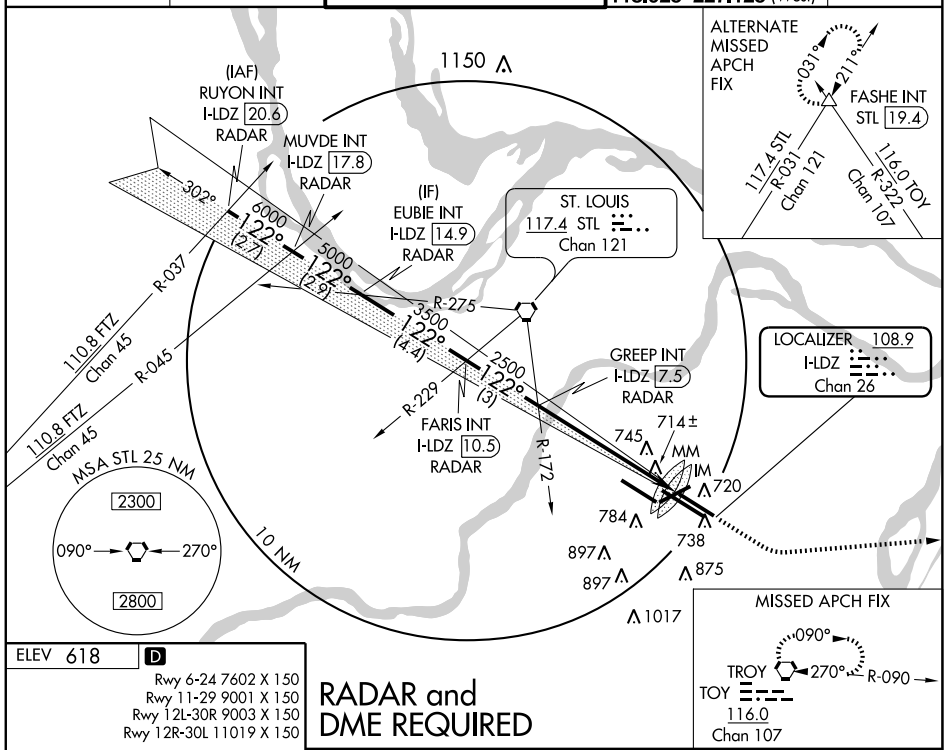
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000 and LOC visibility to 1½ miles.

ALSF-2

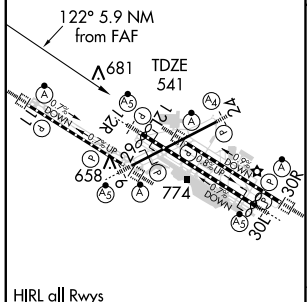
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

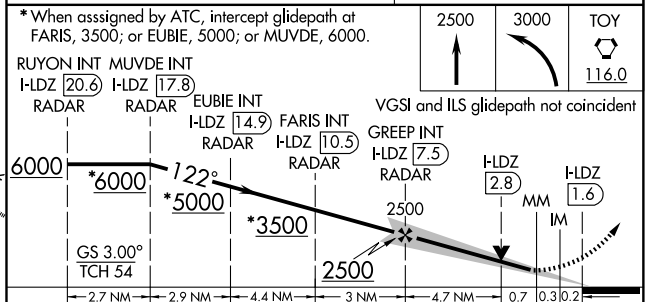


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

RADAR and DME REQUIRED

*When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.



CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)
S-LOC 12L	980/24 439 (400-½)		980/40 439 (400-¾)	980/50 439 (400-1)	

NC-3, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 12R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

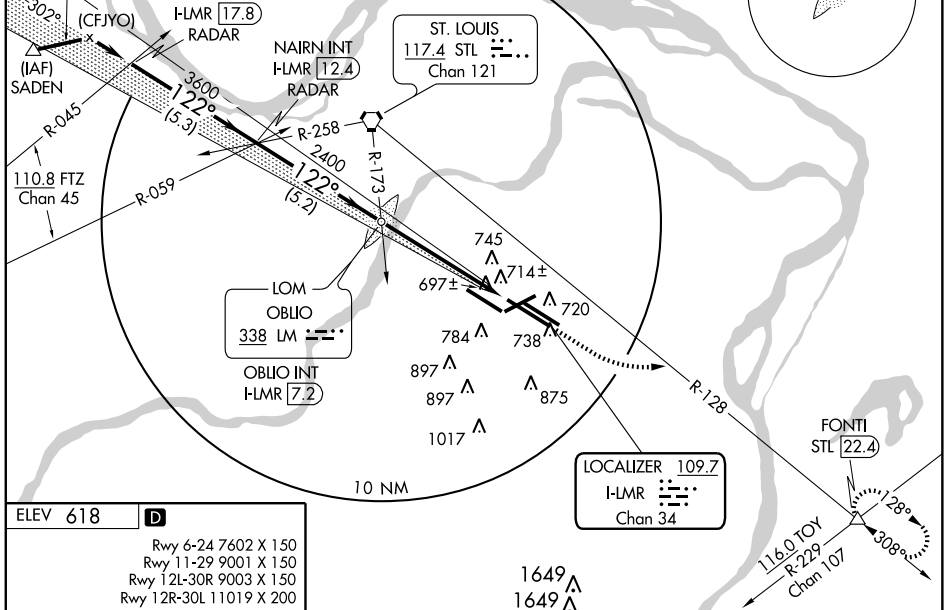
LOC/DME I-LMR	APP CRS	Rwy ldg 12R	Rwy ldg 12L
109.7 Chan 34	122°	TDZE 540	TDZE 541
		Apt Elev 618	Apt Elev 618

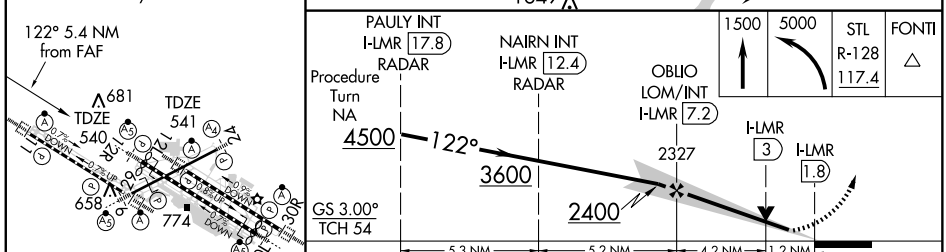
T Inoperative table does not apply to S-ILS 12R or sidestep 12L. For inoperative MALSR, increase S-LOC 12R Cats A and B visibility to RVR 5000 and Cat E visibility to 1½. Visibility reduction by helicopters NA.

MALSR Rwy 12R (A5) ALSF-2 Rwy 12L (A)

MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D	E
S-ILS 12R	790/40 250 (200-¾)				
S-LOC 12R	960/40 420 (400-¾)				960/50 420 (400-1)
SIDESTEP RWY 12L	980-1 439 (400-1)		980-1½ 439 (400-1½)	980-2 439 (400-2)	

NC-3. 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 24

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

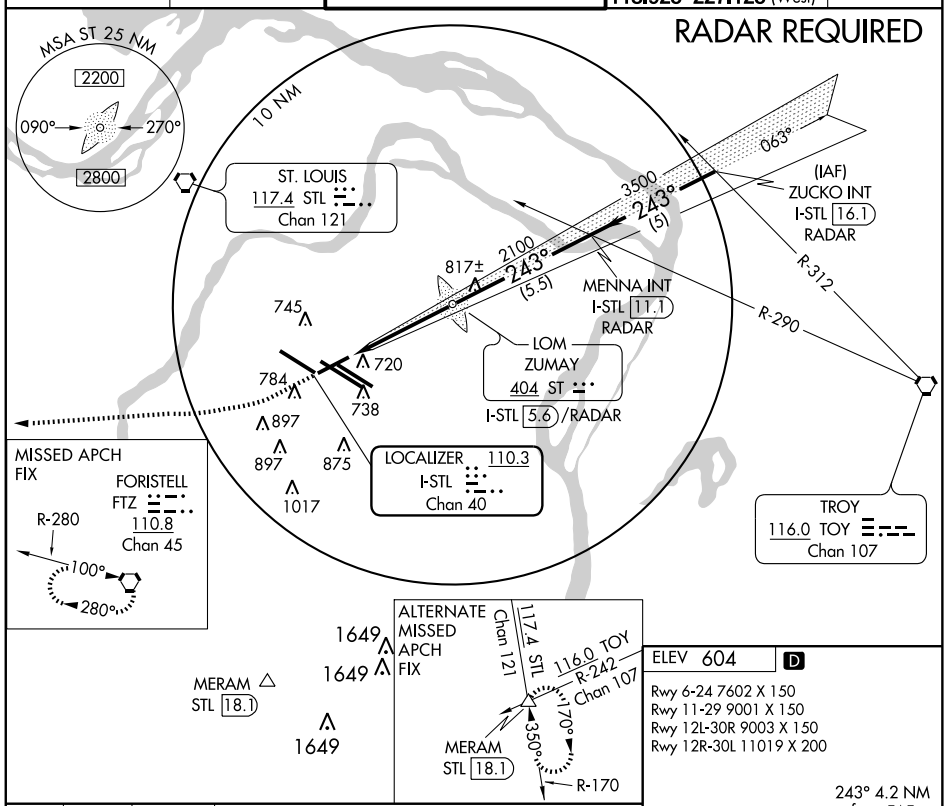
LOC/DME I-STL	APP CRS	Rwy ldg	7602
110.3	243°	TDZE	534
Chan 40		Apt Elev	604

Inoperative table does not apply to S-LOC 24 Cat C. When MALS inoperative, increase visibility S-LOC 24 Cat E ¼ mile.

MALS

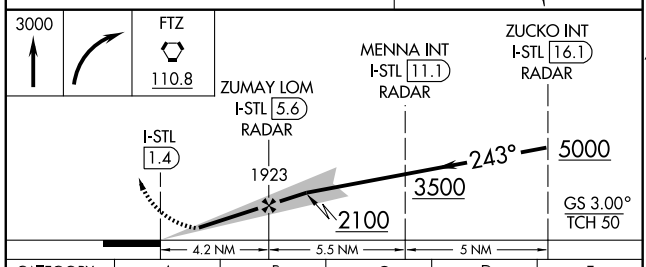
MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.

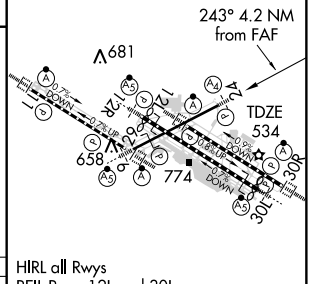
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 24	784/40 250 (200-¾)				
S-LOC 24	1000/40 466 (400-¾)		1000/60 466 (400-1¼)	1000-1½ 466 (400-1½)	

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-RQN	APP CRS	Rwy ldg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

ILS or LOC RWY 29

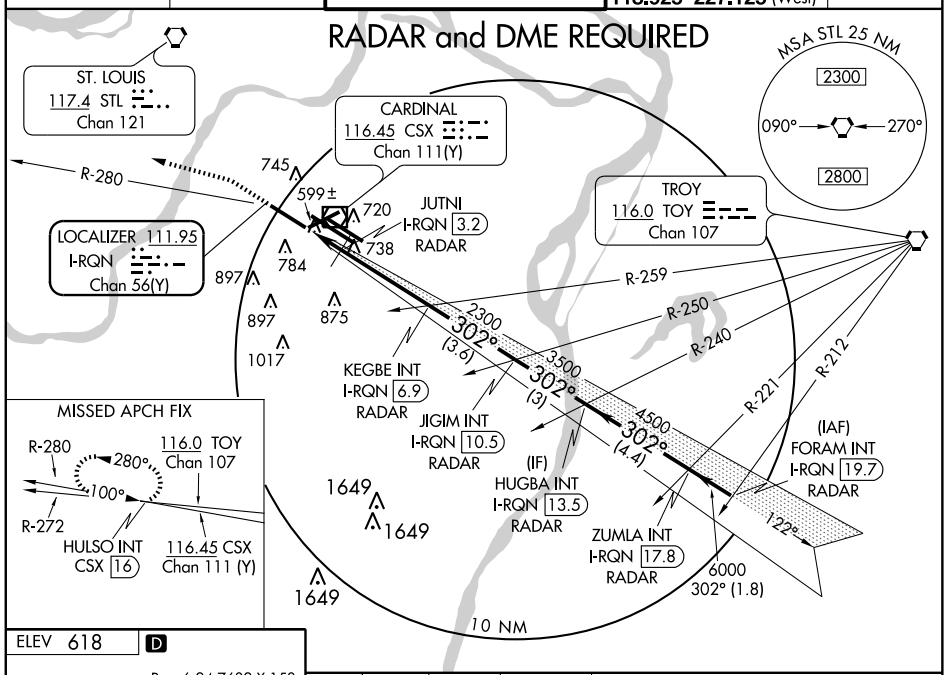
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾ ; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½ . Visibility reduction by helicopters NA.

ALSF-2

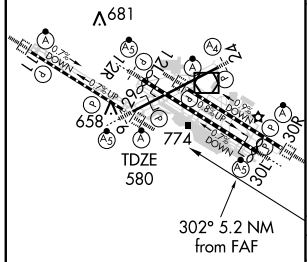
MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



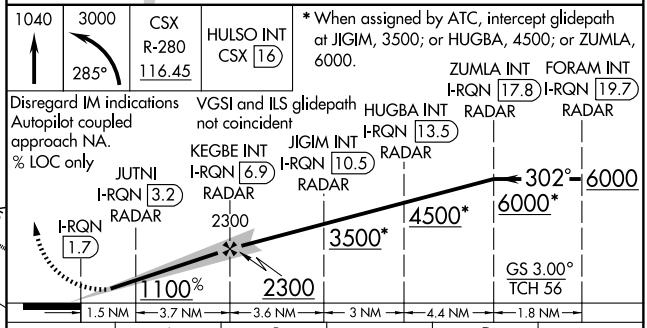
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



* When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				
S-LOC 29	1100/40 520 (500-¾)		1100/50 520 (500-1)	1100/60 520 (500-1¼)	
JUTNI FIX MINIMUMS					
S-LOC 29	1000/40 420 (400-¾)				1000/50 420 (400-1)

LOC I-BKY	APP CRS	Rwy ldg	10818
111.5	302°	TDZE	583
		Apt Elev	618

ILS or LOC RWY 30L

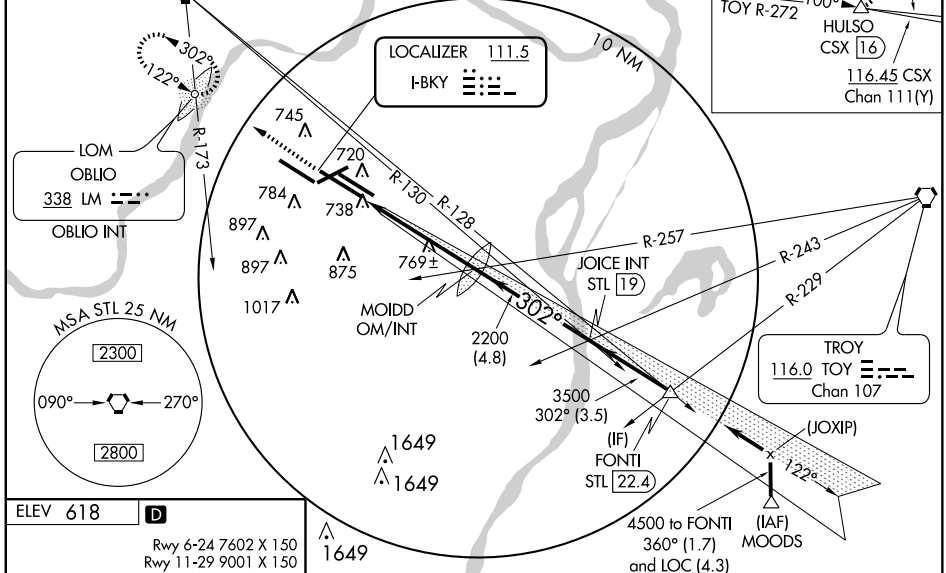
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ADF required.
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
*RVR 1800 authorized with the use of HD or AP or HUD to DA.

MALSR A5

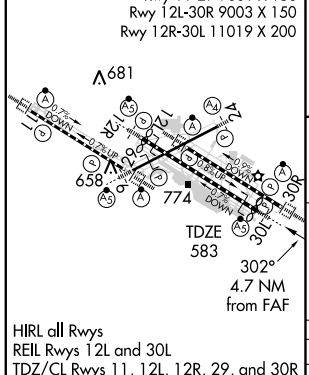
MISSED APPROACH: Climb to 3000 then direct OBLIO LOM/INT and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



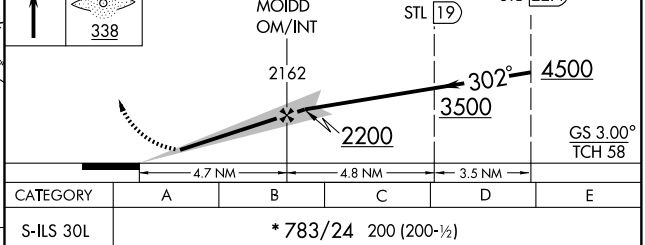
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D	E
S-ILS 30L	* 783/24 200 (200-½)				
S-LOC 30L	1140/24 557 (600-½)		1140/50 557 (600-1)	1140/60 557 (600-1¼)	1140-1½ 557 (600-1½)

NC-3, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

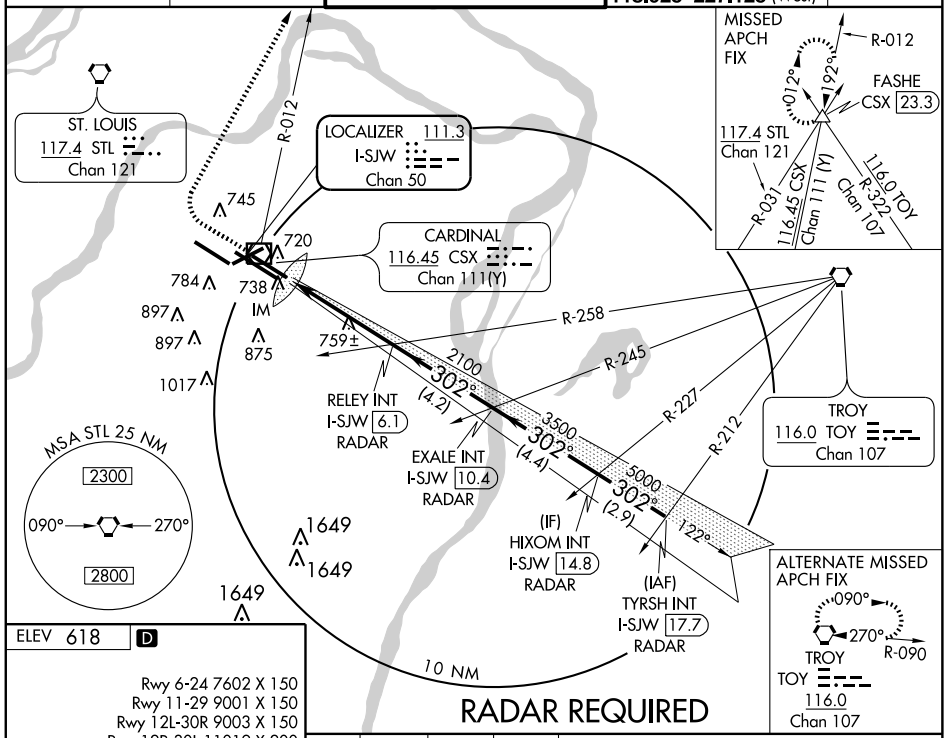
LOC/DME I-SJW	APP CRS	Rwy ldg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

When ALSF inoperative, increase S-ILS visibility Cat. E ¼ mile and S-LOC Cat. E ½ mile. Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

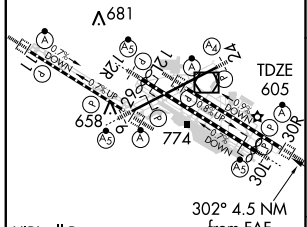
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



RADAR REQUIRED

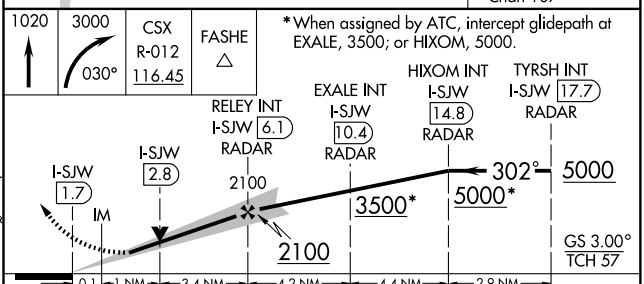
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-½)				805/24 200 (200-½)
S-LOC 30R	1020/24 415 (500-½)		1020/40 415 (500-¾)		1020/50 415 (500-1)

NC-3, 03 JUN 2010 to 01 JUL 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

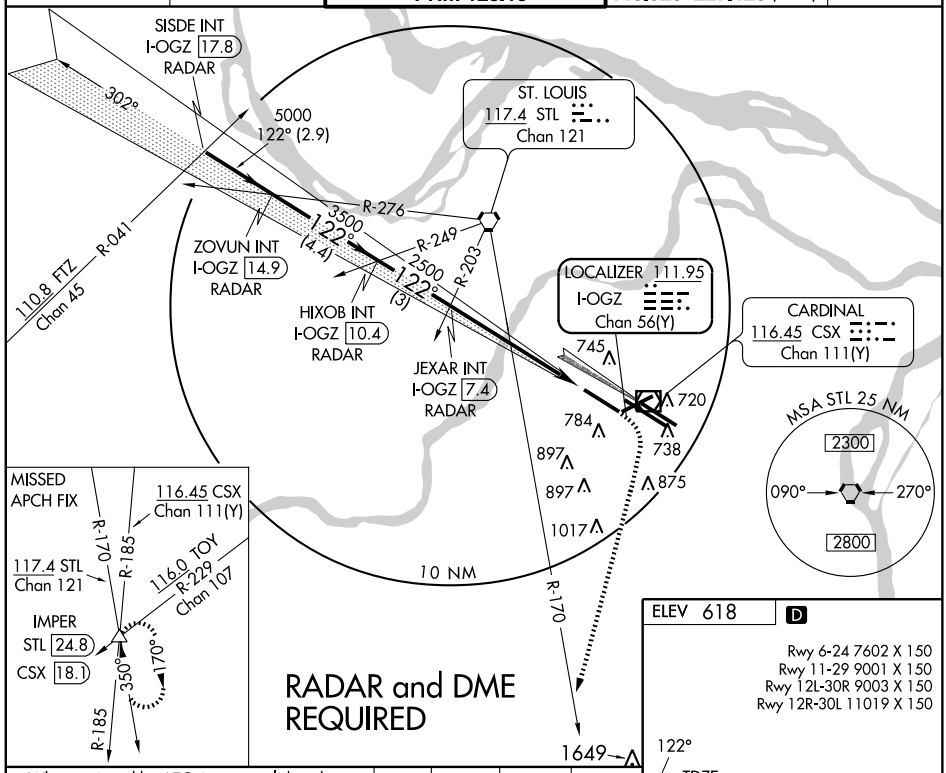
LOC/DME I-OGZ	APP CRS	Rwy ldg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

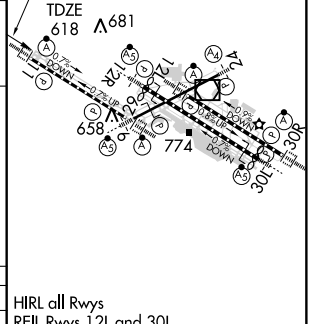
T NA Dual VHF comm required. Disregard MM and IM indications. See additional requirements on PRM information page. For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000. Simultaneous close parallel approach authorized with ILS PRM RWY 12L. Procedure not authorized when glideslope not available.

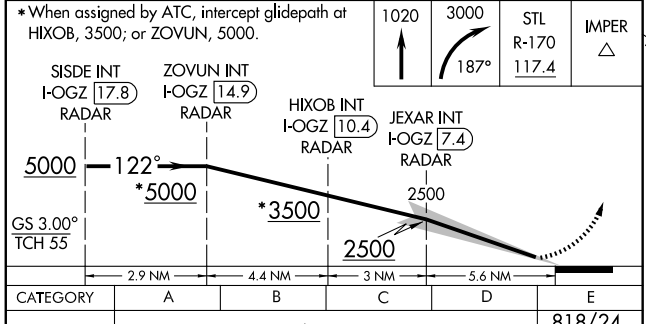
ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1







CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 03 JUN 2010 to 01 JUL 2010

ILS PRM RWY 11 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ	APP CRS	Rwy ldg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

Dual VHF comm required.
Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR and DME REQUIRED

SISDE INT I-OGZ 17.8 RADAR

302°

5000 122° (2.9)

ST. LOUIS 117.4 STL Chan 121

R-276

3500 122° (4.4)

R-249

2500 122° (3)

R-203

R-041

110.8 FTZ Chan 45

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

LOCALIZER 111.95 I-OGZ Chan 56(Y)

CARDINAL 116.45 CSX Chan 111(Y)

1128

745

720

784

738

897

897

875

1017

10 NM

R-170

MSA STL 25 NM

2300

090°

270°

2800

MISSED APCH FIX

116.45 CSX Chan 111(Y)

R-170

R-185

117.4 STL Chan 121

116.0 TOY Chan 107

R-229

IMPER STL 24.8 CSX 18.1

350°

170°

R-185

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170 117.4	

SISDE INT I-OGZ 17.8 RADAR

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

5000 — 122°

*5000

*3500

2500

2500

DH RA 187

618 MSL

GS 3.00° TCH 55

2.9 NM — 4.4 NM — 3 NM — 5.4 NM — 1128′ — 1209′

CATEGORY	A	B	C	D
S-ILS 11	RA 187/12 100 DA 718			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

TDZE 618

681

658

774

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 03 JUN 2010 to 01 JUL 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 11 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ	APP CRS	Rwy ldg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

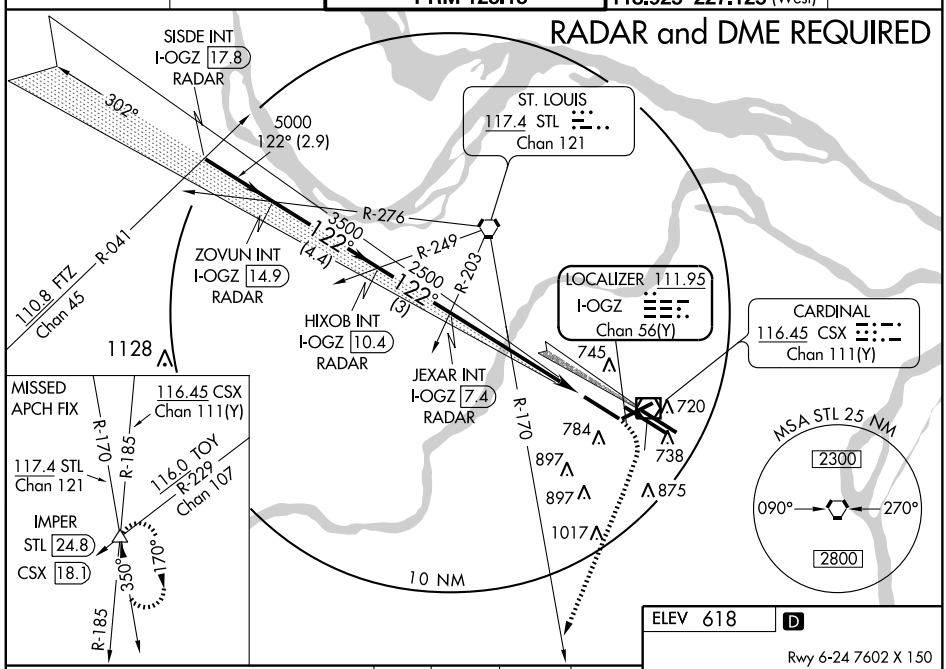
T
A NA

Dual VHF comm required.
Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

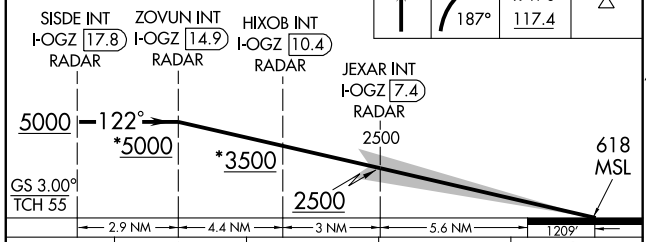
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



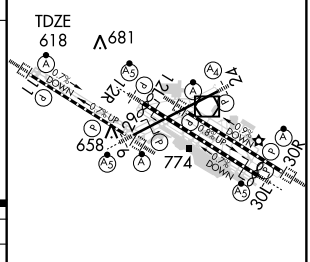
1020	3000	STL	IMPER
↑	187°	R-170 117.4	△

*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 03 JUN 2010 to 01 JUL 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

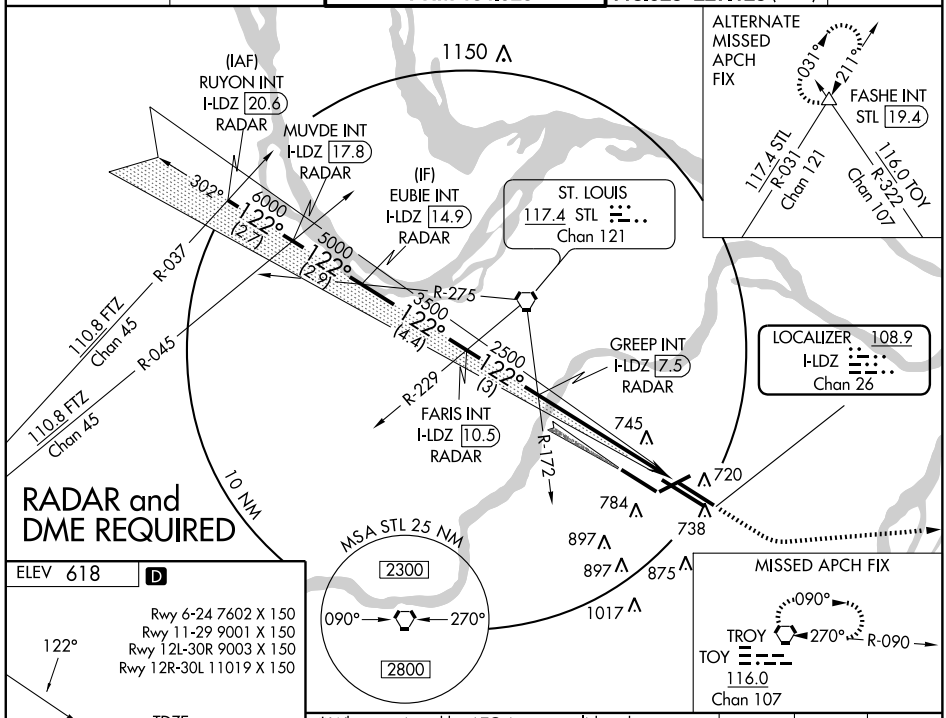
LOC/DME I-LDZ	APP CRS	Rwy ldg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

T Procedure not authorized when glideslope not available.
Dual VHF comm required.
A NA Disregard MM and IM indications.
See additional requirements on PRM information page.
When ALSF-2 inoperative, increase Cat E S-ILS visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

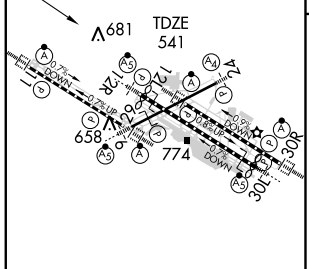
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



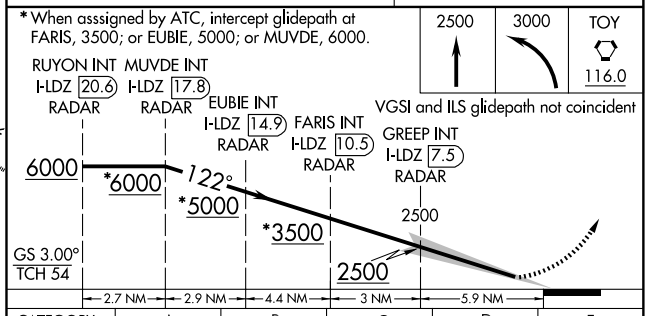
RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)

NC-3, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ILS PRM RWY 12L (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

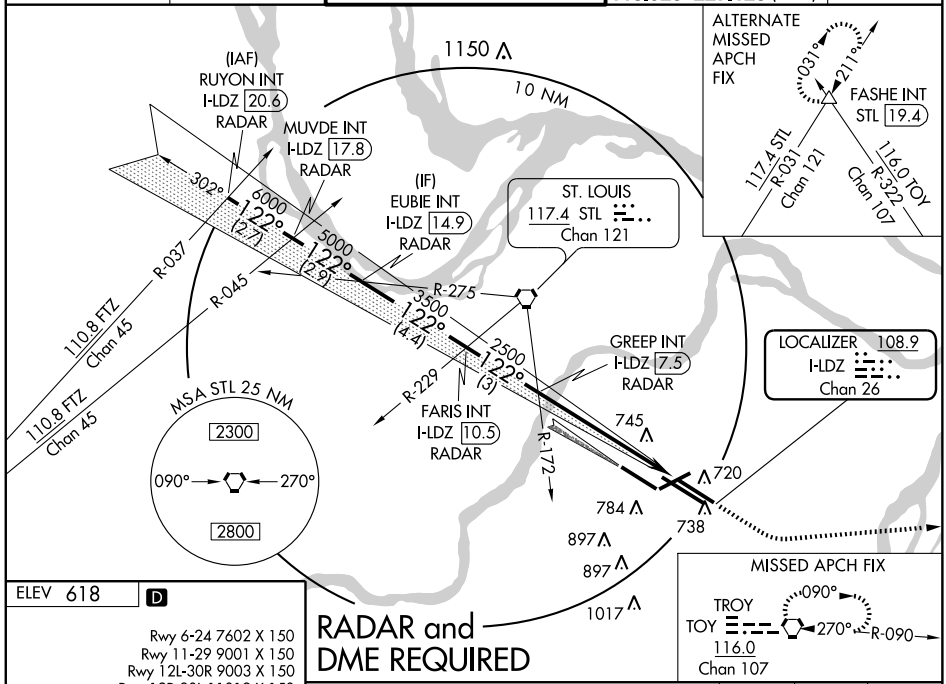
LOC/DME I-LDZ	APP CRS	Rwy ldg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

T Procedure not authorized when glideslope not available.
Dual VHF comm required.
A NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

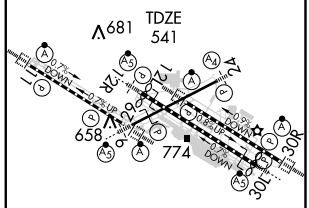
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



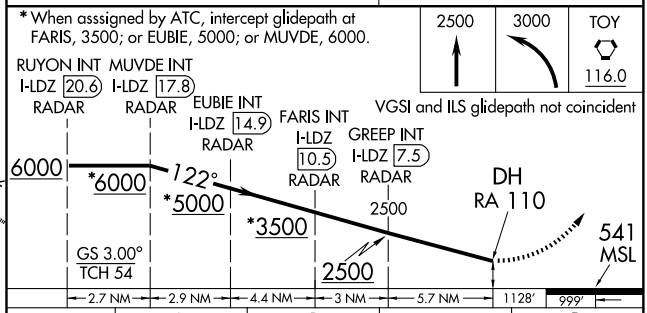
RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D
S-ILS 12L	RA 110/12 100 DA 641			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 03 JUN 2010 to 01 JUL 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

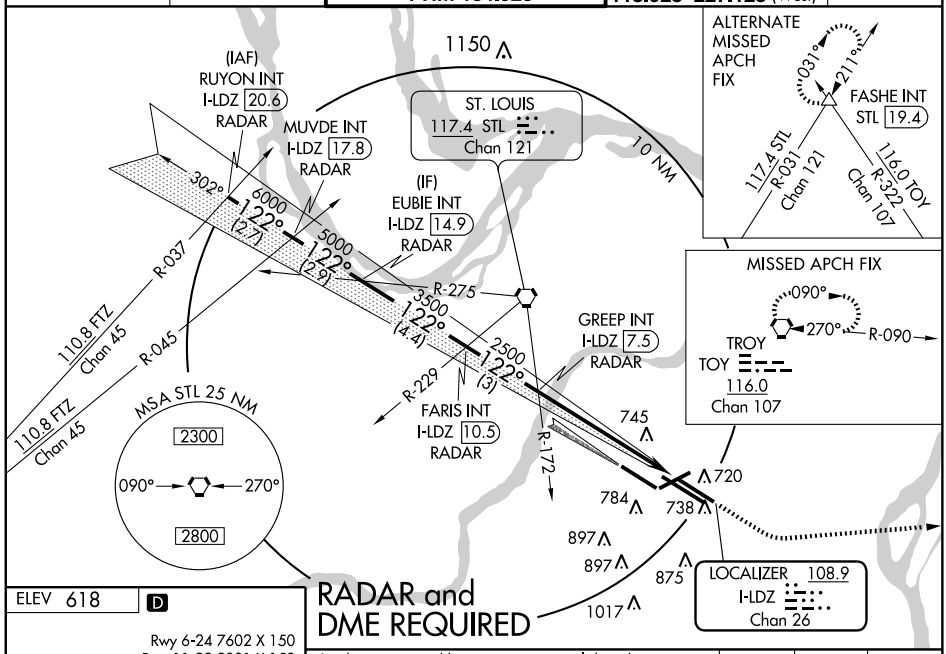
LOC/DME I-LDZ	APP CRS	Rwy ldg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

Procedure not authorized when glideslope not available.
Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

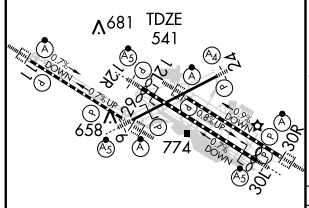
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



RADAR and DME REQUIRED

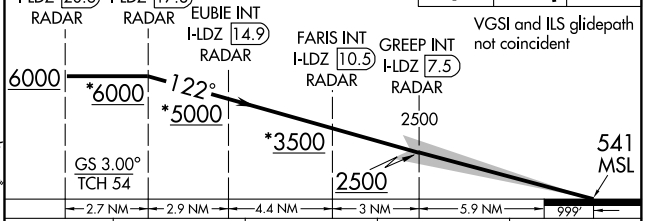
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.



CATEGORY	A	B	C	D
S-ILS 12L		CAT IIIa	RVR 07	
S-ILS 12L		CAT IIIb	RVR 06	
S-ILS 12L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3. 03 JUN 2010 to 01 JUL 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 29
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-RQN	APP CRS	Rwy ldg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

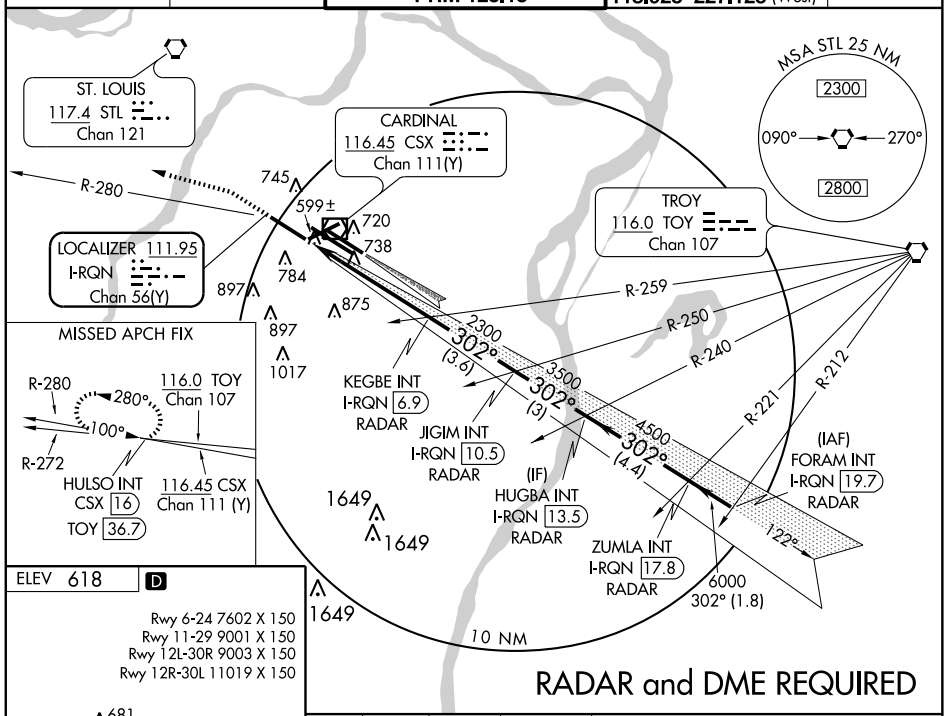
T
A NA

Procedure not authorized when glideslope not available.
Dual VHF comm required. DME Required.
See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000.
Simultaneous close parallel approach authorized with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II), and ILS PRM RWY 30R (CAT III).

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

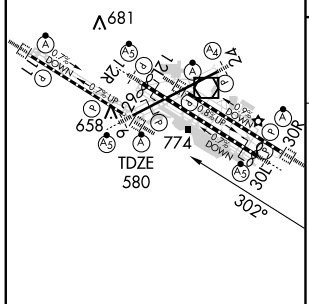
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



RADAR and DME REQUIRED

ELEV 618 D

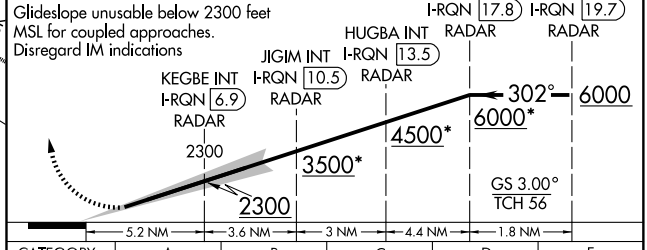
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



1040	3000	CSX	HULSO INT
	285°	R-280 116.45	CSX 16

* When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Glideslope unsuable below 2300 feet MSL for coupled approaches.
Disregard IM indications



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				

NC-3, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-paticipating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 03 JUN 2010 to 01 JUL 2010

ILS PRM RWY 30R (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

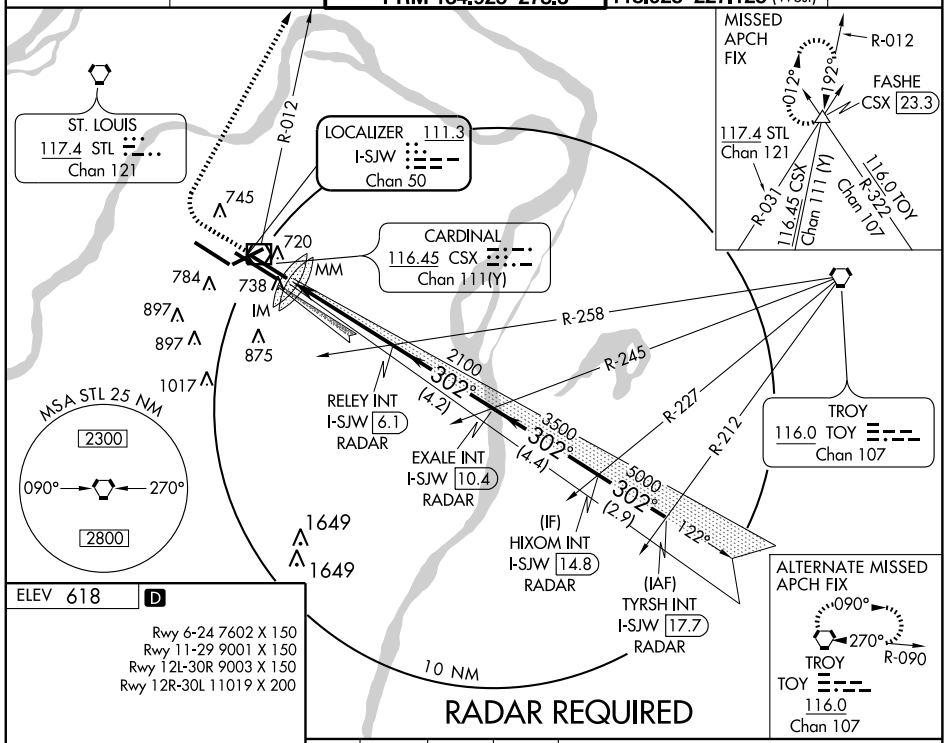
LOC/DME I-SJW	APP CRS	Rwy ldg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
When ALS inoperative, increase S-ILS visibility Cat. E ¼ mile.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

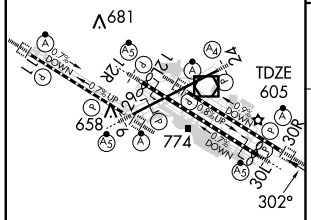
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

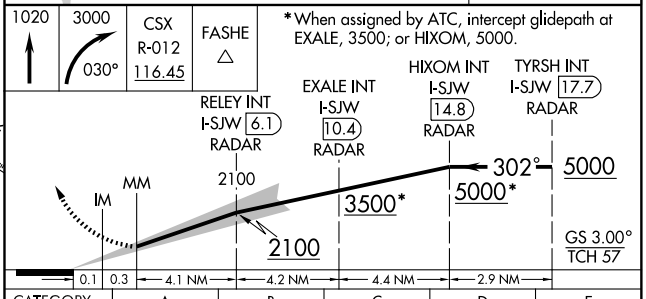


ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-½)				805/24 200 (200-½)

NC-3, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 03 JUN 2010 to 01 JUL 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 30R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

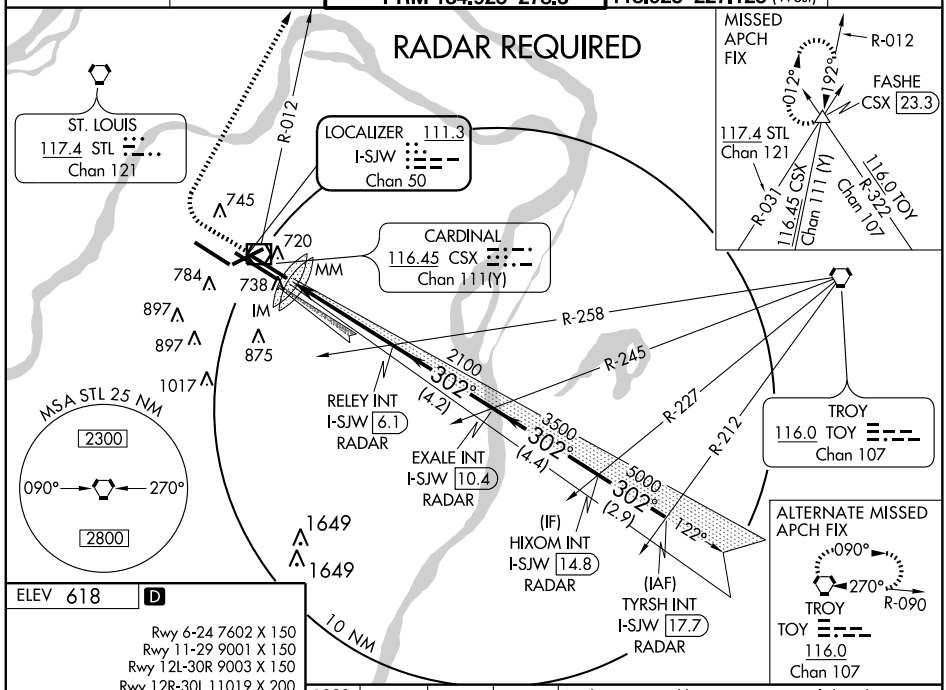
LOC/DME I-SJW	APP CRS	Rwy ldg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300′ centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

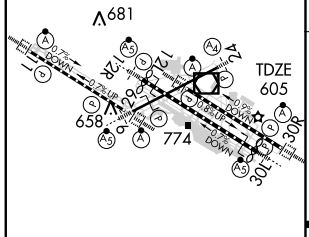
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



NC-3, 03 JUN 2010 to 01 JUL 2010

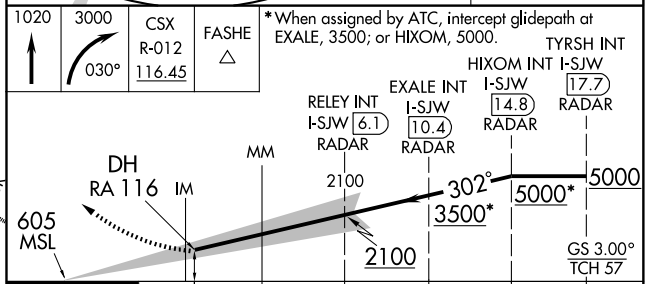
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



1020	3000	CSX R-012 116.45	FASHE △
↑	030°		

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 03 JUN 2010 to 01 JUL 2010

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 30R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

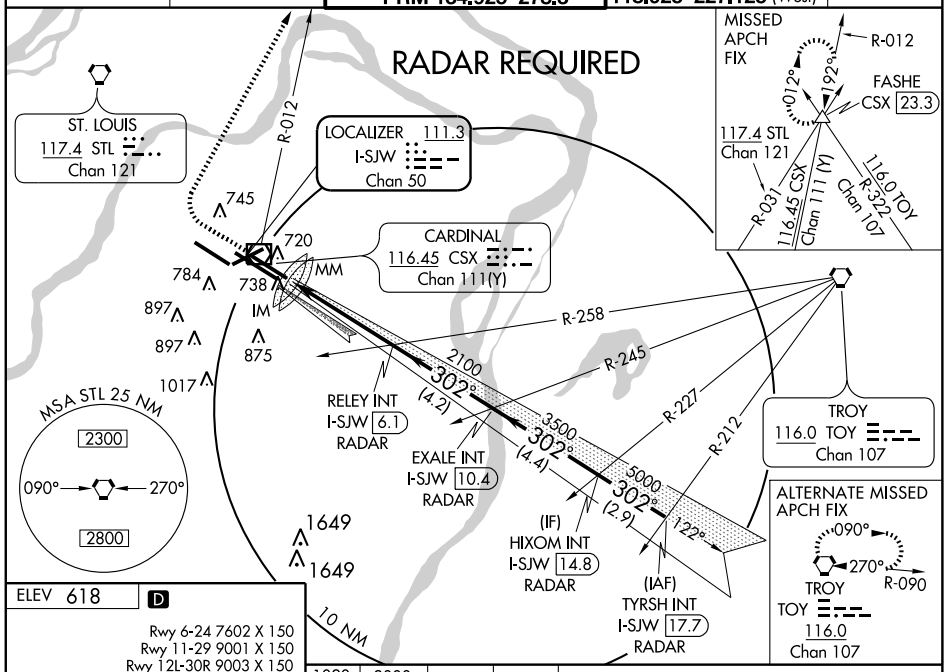
LOC/DME I-SJW	APP CRS	Rwy ldg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300′ centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

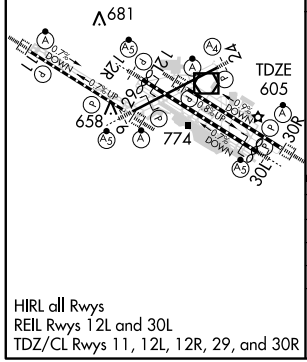
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



NC-3, 03 JUN 2010 to 01 JUL 2010

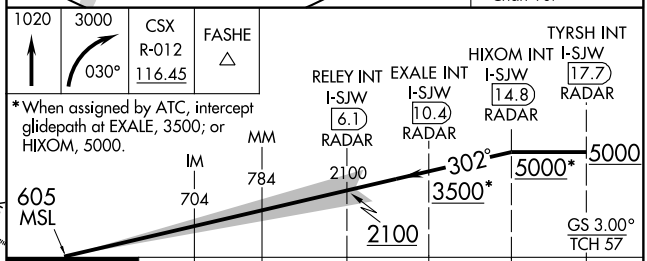
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



1020	3000	CSX R-012 116.45	FASHE
	030°		

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D
S-ILS 30R	CAT IIIa	RVR 07		
S-ILS 30R	CAT IIIb	RVR 06		
S-ILS 30R	CAT IIIc	NA		

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:
- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OGZ 111.95 Chan 56(Y)	APP CRS 122°	Rwy ldg 9001 TDZE 618 Apt Elev 618

ILS RWY 11 (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

SISDE INT
I-OGZ 17.8
RADAR

302°

5000
122° (2.9)

ST. LOUIS
117.4 STL
Chan 121

R-276

3500
122°
(4.4)

R-249

2500
122°
(3)

R-203

R-041

110.8 FTZ
Chan 45

ZOVUN INT
I-OGZ 14.9
RADAR

HIXOB INT
I-OGZ 10.4
RADAR

JEXAR INT
I-OGZ 7.4
RADAR

LOCALIZER 111.95
I-OGZ
Chan 56(Y)

CARDINAL
116.45 CSX
Chan 111(Y)

1128

675

745

720

IM

897

784

738

897

875

1017

10 NM

R-170

MSA STL 25 NM

2300

090°

270°

2800

MISSED APCH FIX

116.45 CSX
Chan 111(Y)

R-170

R-185

117.4 STL
Chan 121

116.0 TOY
Chan 107

R-229

IMPER
STL 24.8
CSX 18.1

350°

170°

R-185

NC-3, 03 JUN 2010 to 01 JUL 2010

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL R-170 117.4	IMPER
↑	187°		△

SISDE INT
I-OGZ 17.8
RADAR

ZOVUN INT
I-OGZ 14.9
RADAR

HIXOB INT
I-OGZ 10.4
RADAR

JEXAR INT
I-OGZ 7.4
RADAR

DH
RA 187

5000 — 122°

*5000

*3500

2500

2500

IM

618
MSL

GS 3.00°
TCH 55

2.9 NM | 4.4 NM | 3 NM | 5.5 NM | 1128′ | 1209′

CATEGORY	A	B	C	D
S-ILS 11	RA 187/12 100 DA 718			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

TDZE
618

681

658

774

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LOC/DME I-OGZ	APP CRS	Rwy ldg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

ILS RWY 11 (CAT III)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

SISDE INT I-OGZ 17.8 RADAR

302°

5000 122° (2.9)

ST. LOUIS 117.4 STL Chan 121

R-276

3500 122° (4.4)

R-249

2500 122° (3)

R-203

R-041

110.8 FTZ Chan 45

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

LOCALIZER 111.95 I-OGZ Chan 56(Y)

CARDINAL 116.45 CSX Chan 111(Y)

1128

675

745

720

IM

897

784

738

897

875

1017

10 NM

R-170

MISSED APCH FIX

116.45 CSX Chan 111(Y)

R-170

R-185

117.4 STL Chan 121

116.0 TOY R-229 Chan 107

IMPER STL 24.8 CSX 18.1

350°

170°

R-185

MSA STL 25 NM

2300

090°

270°

2800

NC-3, 03 JUN 2010 to 01 JUL 2010

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
↑	187°	R-170 117.4	△

SISDE INT I-OGZ 17.8 RADAR

ZOVUN INT I-OGZ 14.9 RADAR

HIXOB INT I-OGZ 10.4 RADAR

JEXAR INT I-OGZ 7.4 RADAR

5000 — 122°

*5000

*3500

2500

IM

719

618 MSL

GS 3.00°

TCH 55

2.9 NM | 4.4 NM | 3 NM | 5.5 NM | 860' | 1209'

TDZE 618

681

658

774

CATEGORY	A	B	C	D
S-ILS 11		CAT IIIa	RVR 07	
S-ILS 11		CAT IIIb	RVR 06	
S-ILS 11		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy ldg 9003 TDZE 541 Apt Elev 618

ILS RWY 12L (CAT II)

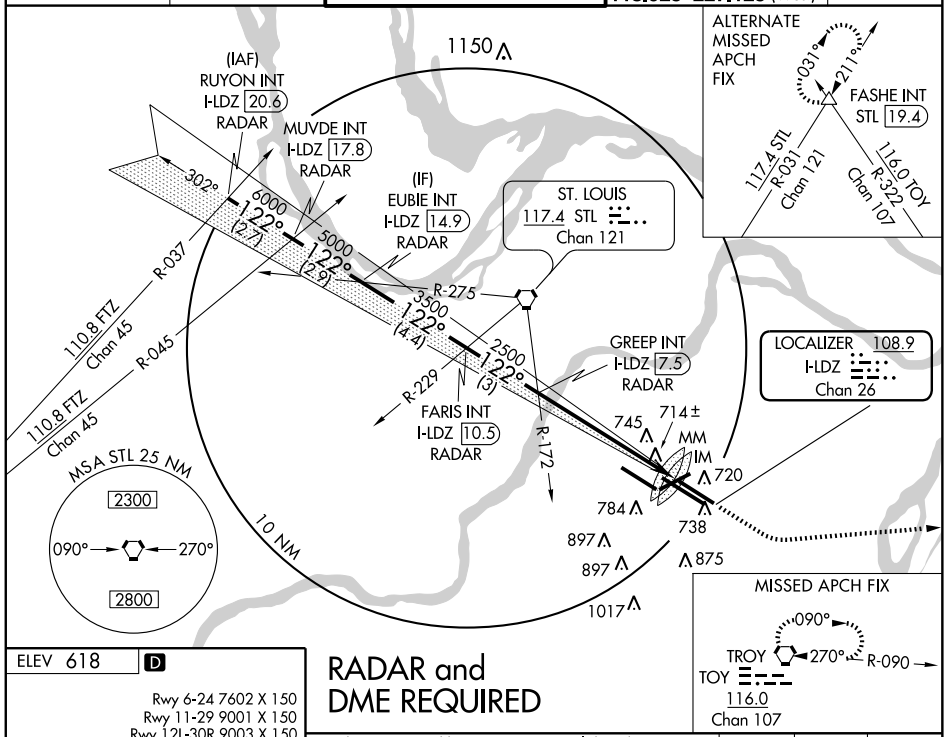
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T

ALSF-2

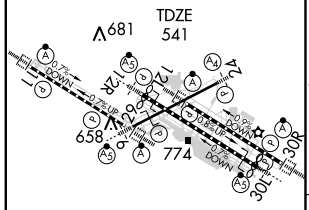
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



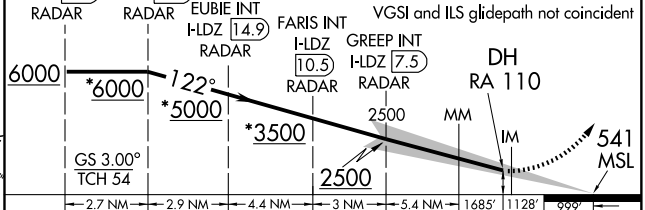
HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RADAR and DME REQUIRED

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500	3000	TOY
↑	↖	116.0

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12L	RA 110/12 100 DA 641			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-LDZ 108.9 Chan 26	APP CRS 122°	Rwy ldg 9003 TDZE 541 Apt Elev 618

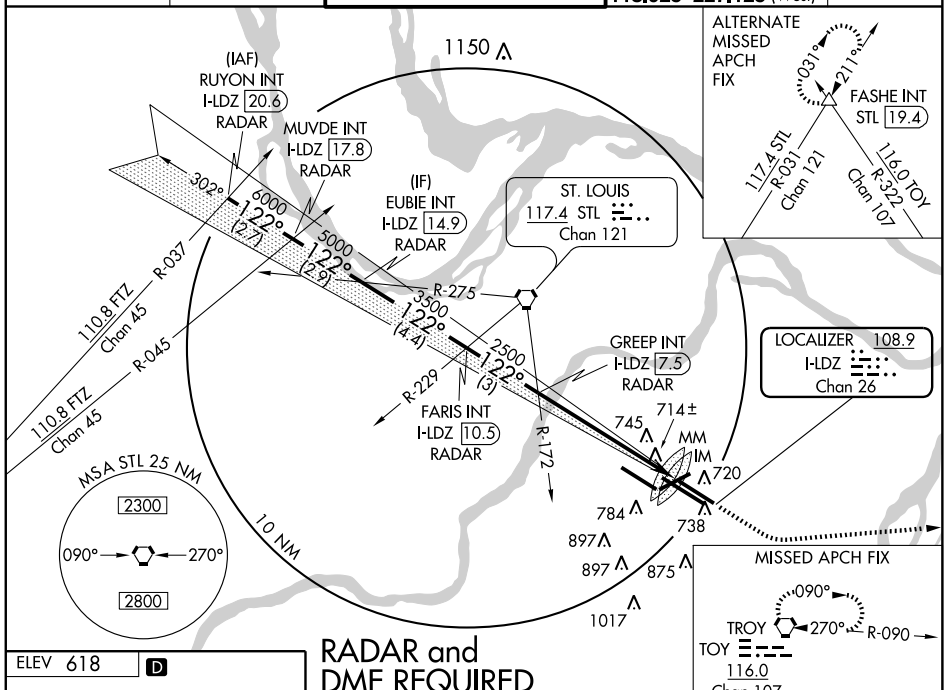
ILS RWY 12L (CAT III)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

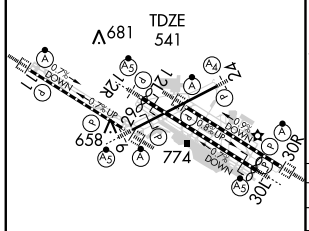
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150

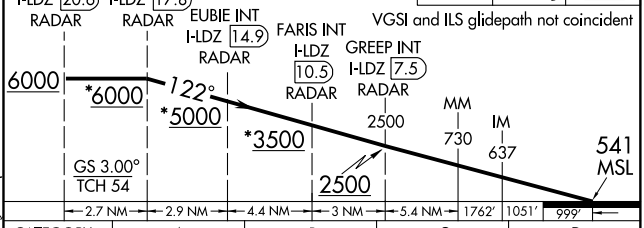


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

* When asssigned by ATC, intercept glidepath at FARIS, 3500; or EUBIE, 5000; or MUVDE, 6000.

2500	3000	TOY 116.0

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12L	CAT IIIa	RVR 07		
S-ILS 12L	CAT IIIb	RVR 06		
S-ILS 12L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-SJW	APP CRS	Rwy ldg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

ILS RWY 30R (CAT II)

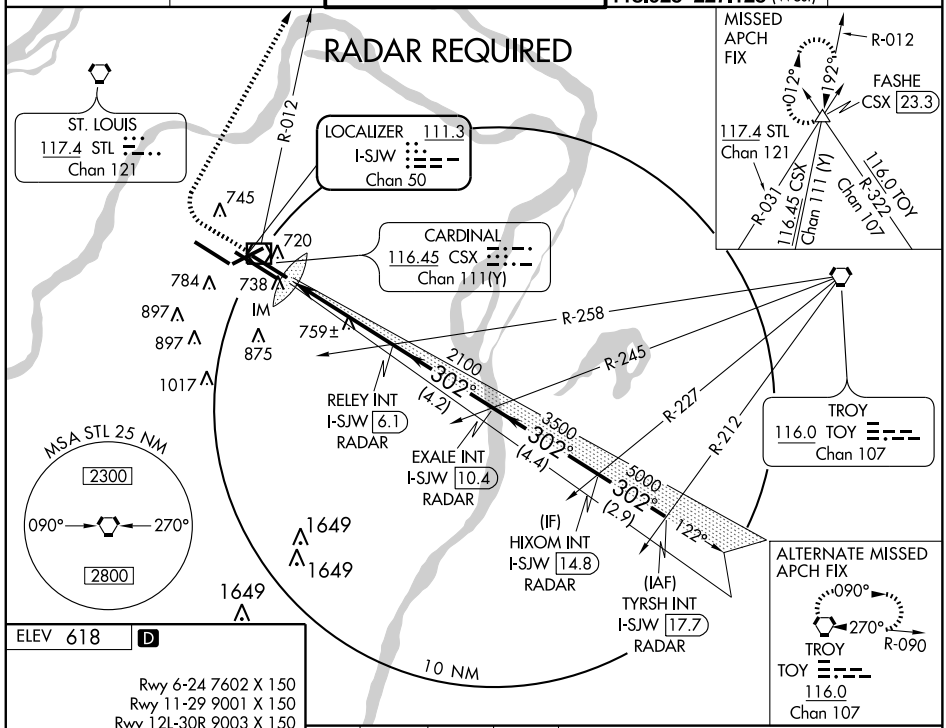
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

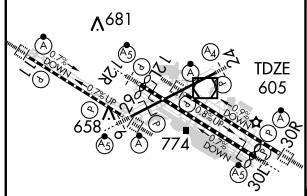
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

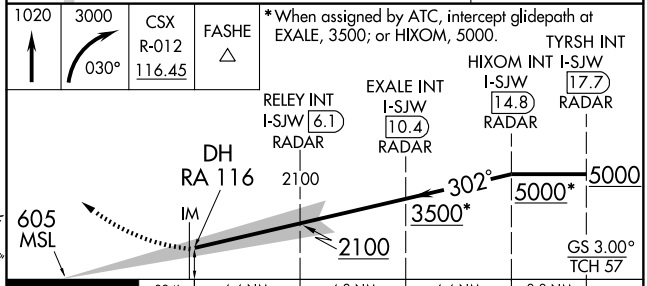
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1020	3000	CSX	FASHE
↑	030°	R-012 116.45	△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-SJW	APP CRS	Rwy ldg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

ILS RWY 30R (CAT III)

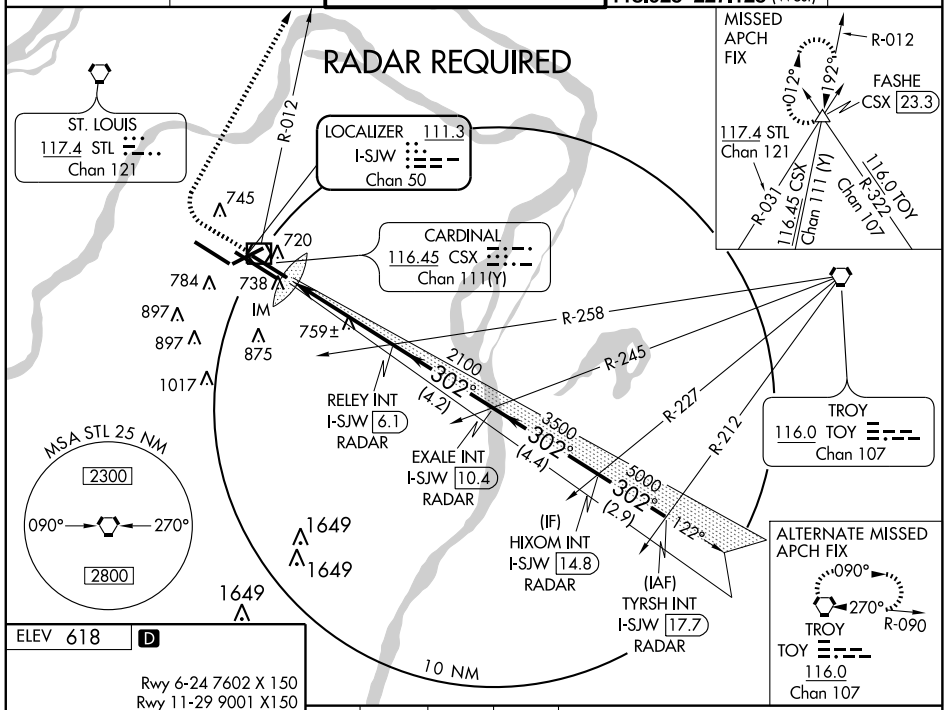
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indication.

ALSF-2

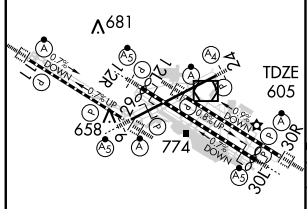
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



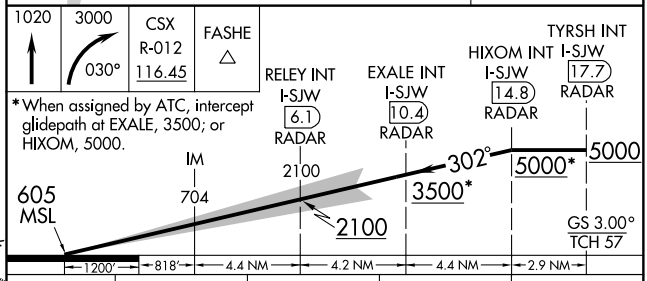
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



1020	3000	CSX R-012 116.45	FASHE
	030°		

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D
S-ILS 30R		CAT IIIa	RVR 07	
S-ILS 30R		CAT IIIb	RVR 06	
S-ILS 30R		CAT IIIc	NA	

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-RMK	APP CRS	Rwy ldg	10818
111.75	305°	TDZE	583
Chan 54 (Y)		Apt Elev	618

LDA/DME RWY 30L

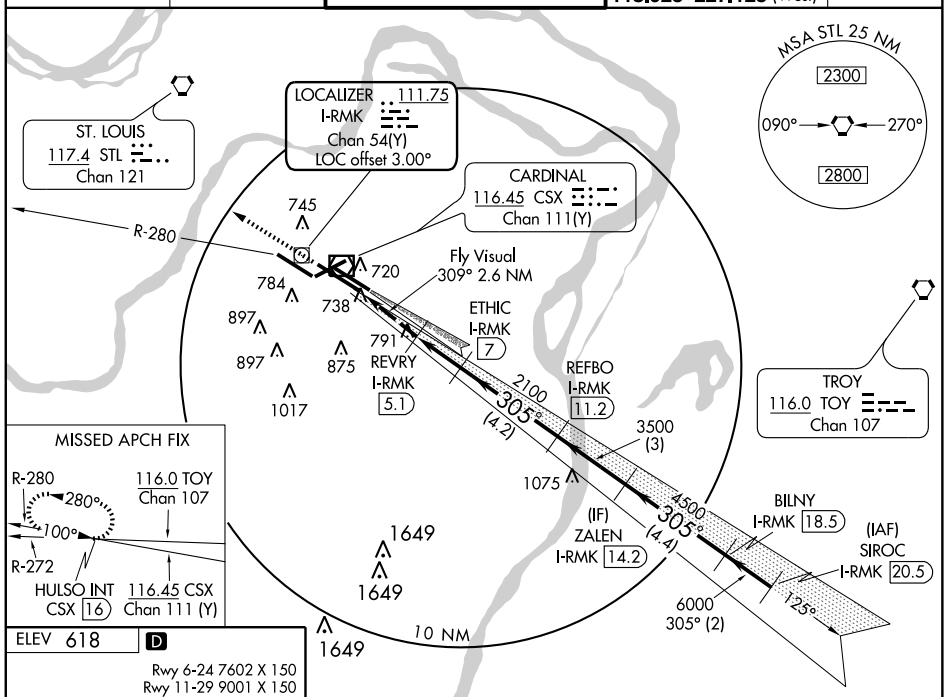
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

T NA — Inoperative table does not apply. Procedure NA when glideslope not available. Localizer unusable from MAP inbound.

MALSR A5

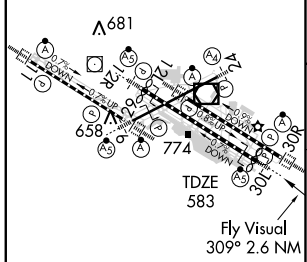
MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

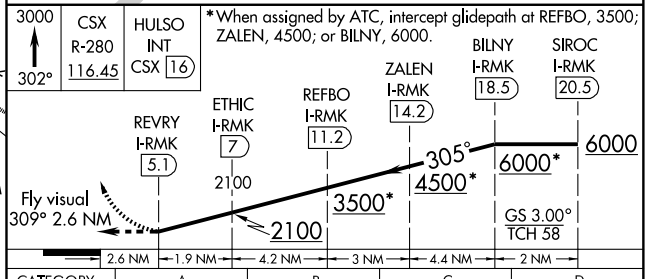


HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LDA/GLIDESLOPE RADAR REQUIRED

3000	CSX	HULSO INT
302°	R-280 116.45	CSX 16

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.



CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

ST. LOUIS, MISSOURI

AL-360 (FAA)

LDA PRM RWY 30L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

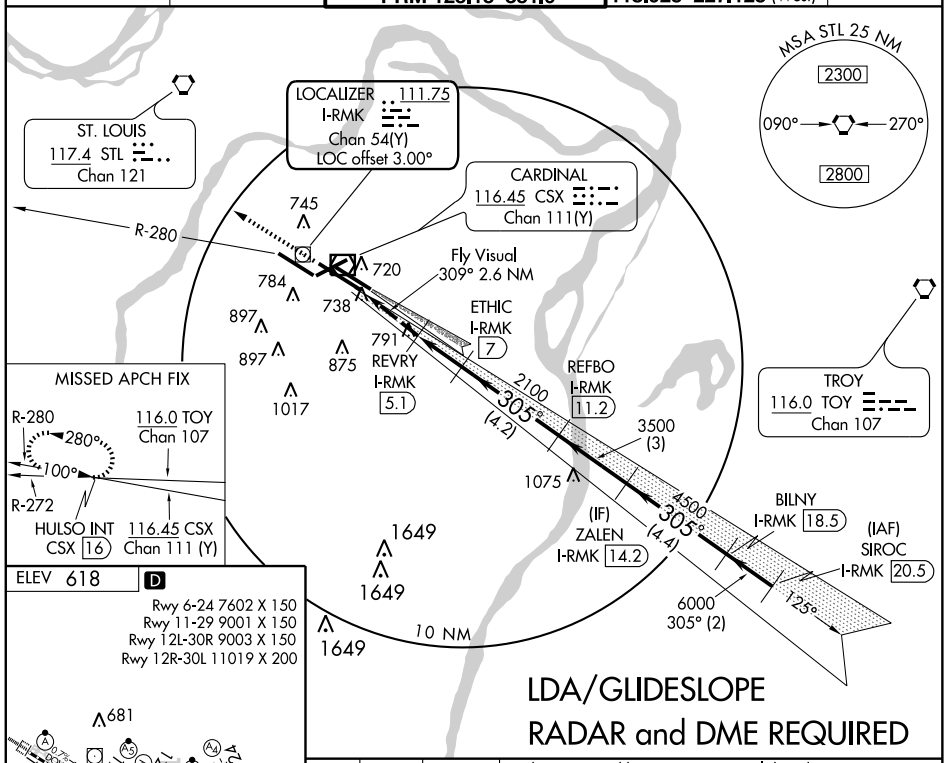
LOC/DME I-RMK	APP CRS	Rwy ldg	10818
111.75	305°	TDZE	583
Chan 54 (Y)		Apt Elev	618

T NA
Inoperative table does not apply.
Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.
Rwy 30L and Rwy 30R separated by 1300′ centerline to centerline.
Simultaneous close parallel approach authorized with ILS PRM Rwy 30R.
Dual VHF required.
See additional requirements on PRM information page.

MALSR (A5)

MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

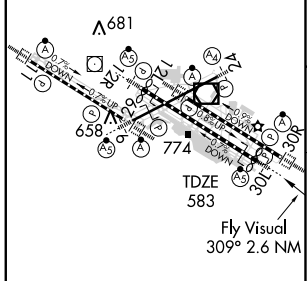
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 351.9	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



LDA/GLIDESLOPE
RADAR and DME REQUIRED

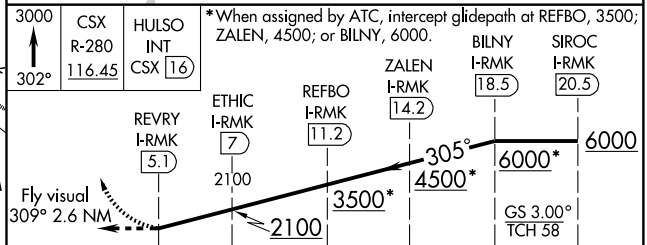
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150



3000	CSX	HULSO INT
302°	R-280 116.45	CSX 16

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

NC-3, 03 JUN 2010 to 01 JUL 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

(a) Minimums and missed approach procedures are unchanged.
(b) Monitor frequency no longer required.
(c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

(a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

(b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

"TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

(a) The ILS traffic is in sight and is expected to remain in sight.
(b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
(c) The runway environment is in sight.

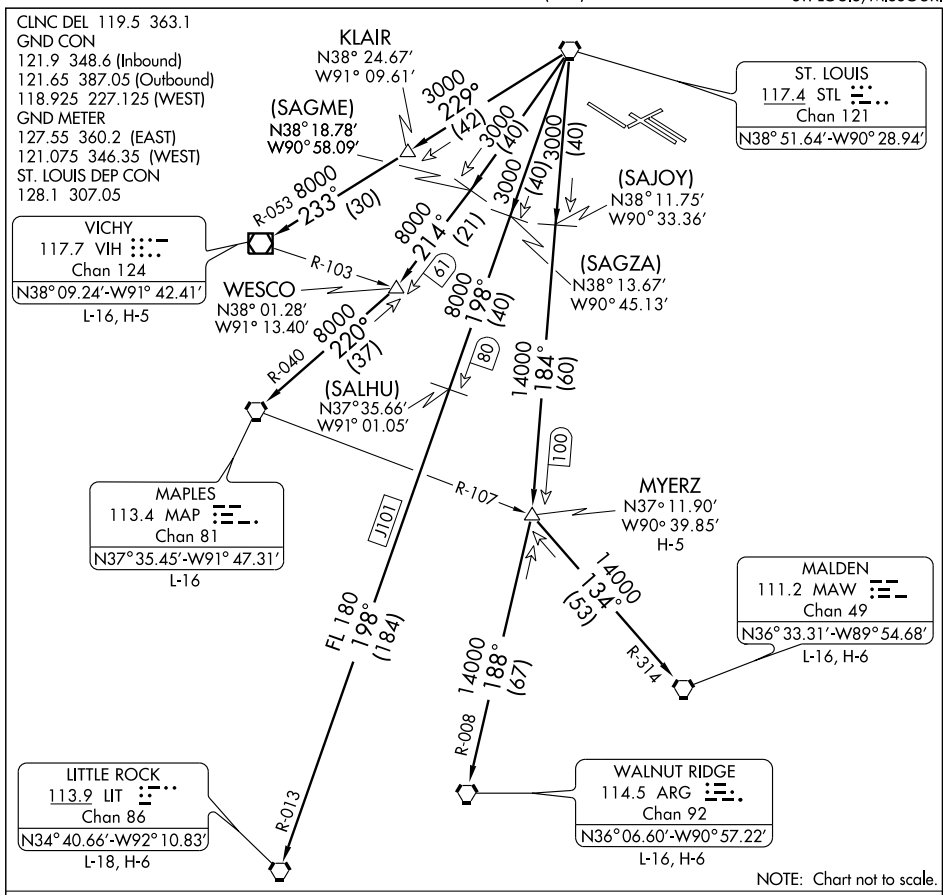
Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

NC-3. 03 JUN 2010 to 01 JUL 2010

LINDBERGH TWO DEPARTURE

SL-360 (FAA)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

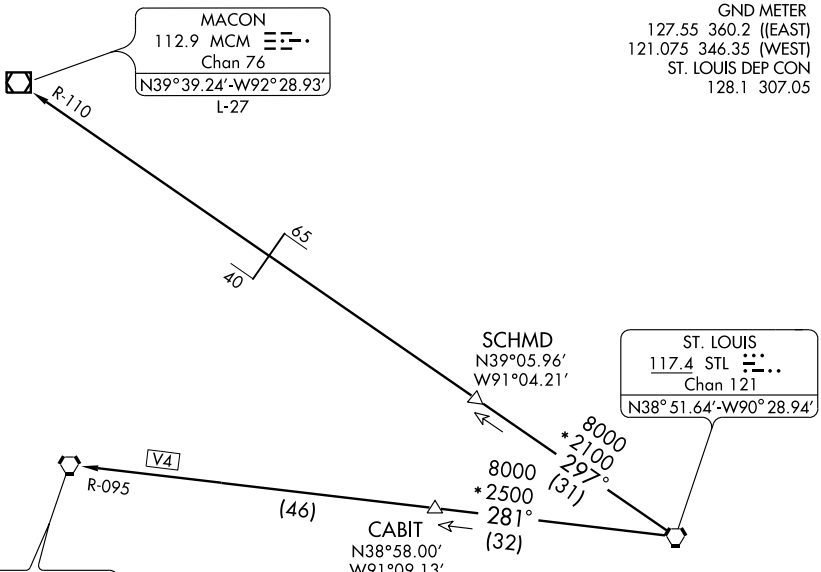
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

OZARK THREE DEPARTURE

CLNC DEL 119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 ((EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
128.1 307.05



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

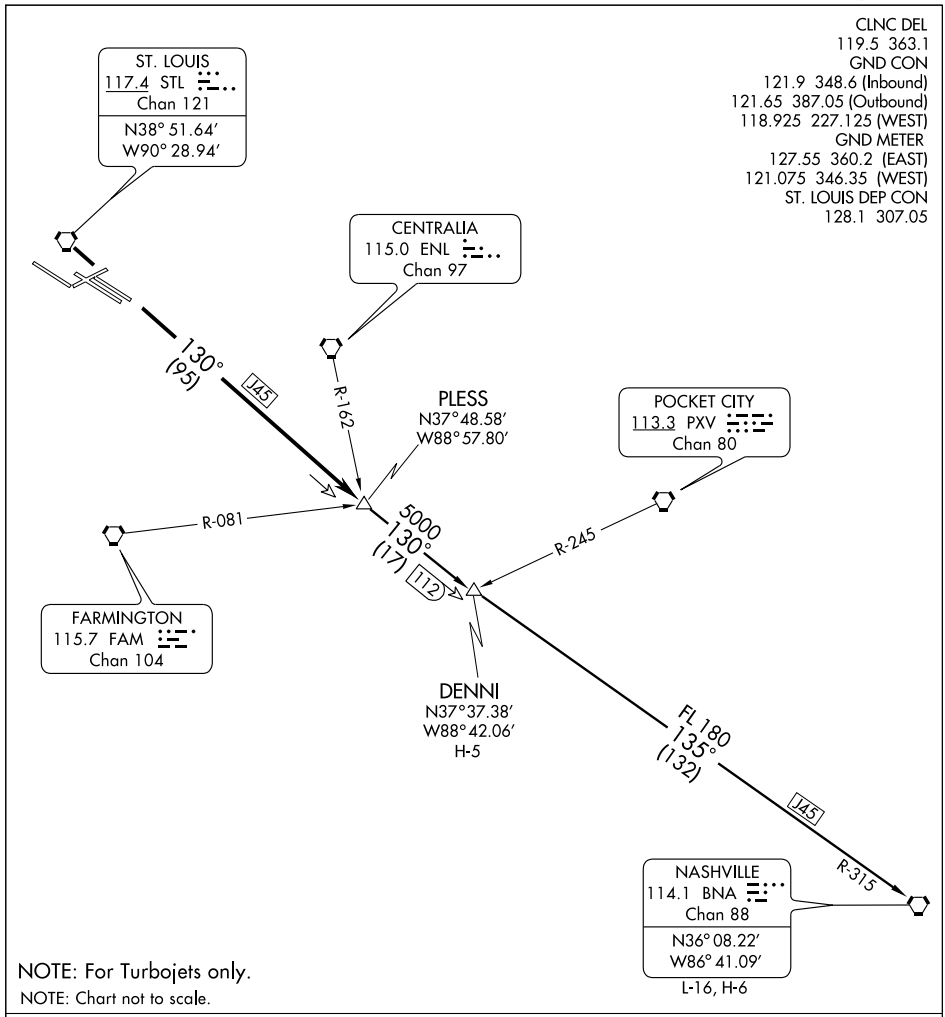
HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 03 JUN 2010 to 01 JUL 2010

PLESS ONE DEPARTURE

SL-360 (FAA)



NOTE: For Turbojets only.

NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

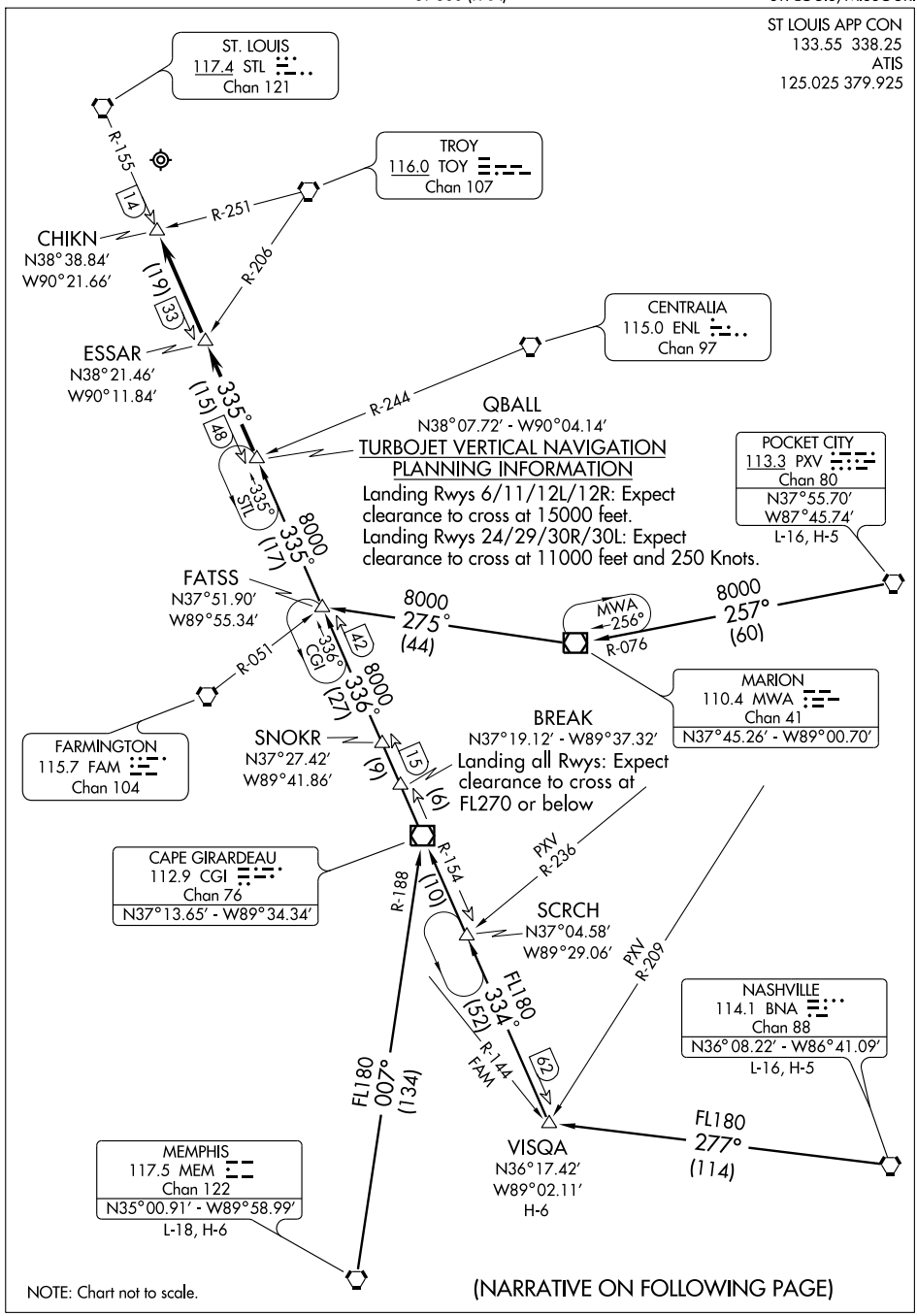
DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

QBALL SIX ARRIVAL

ST-360 (FAA)

LAMBERT ST-LOUIS INTL
ST. LOUIS, MISSOURI



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

. . . .LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

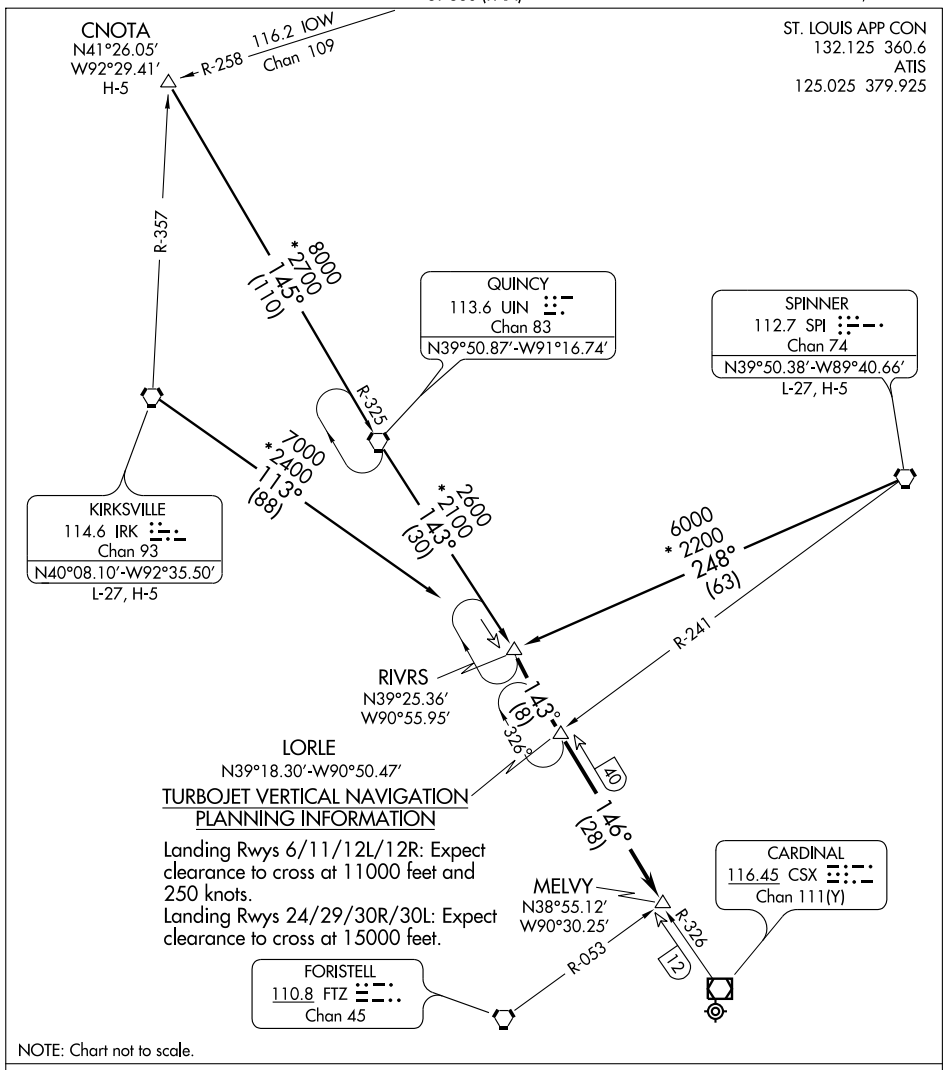
NC-3, 03 JUN 2010 to 01 JUL 2010

(RIVRS.RIVRS3) 09015

RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Landing Rwys 6/11/12L/12R: Expect clearance to cross at 11000 feet and 250 knots.
Landing Rwys 24/29/30R/30L: Expect clearance to cross at 15000 feet.

NOTE: Chart not to scale.

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....

KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	7602
063°	TDZE	551
	Apt Elev	604

RNAV (GPS) RWY 6

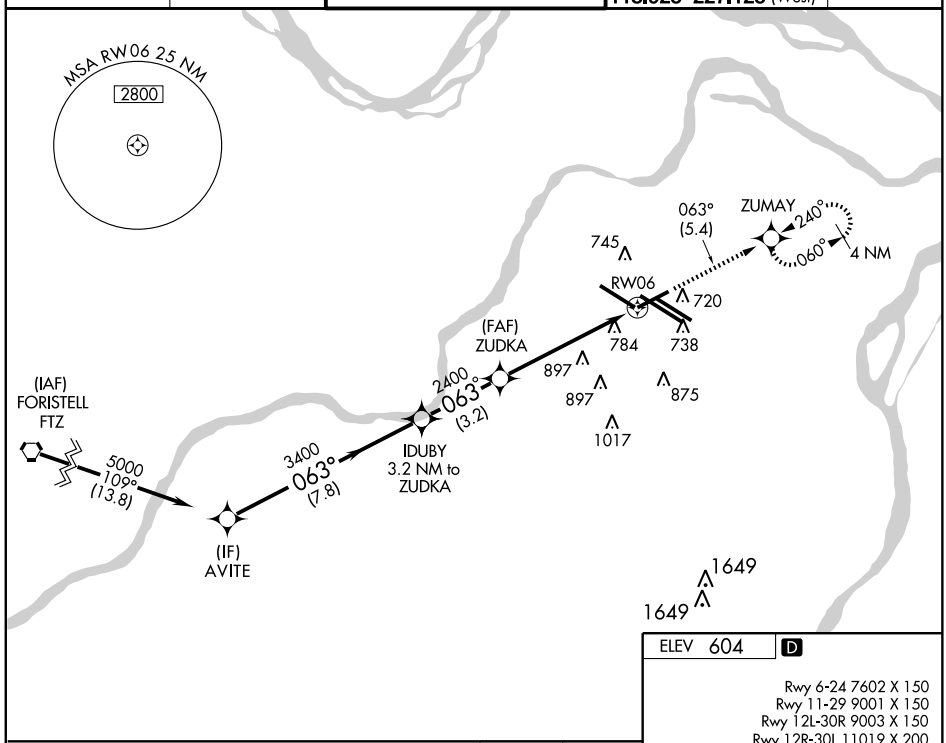
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

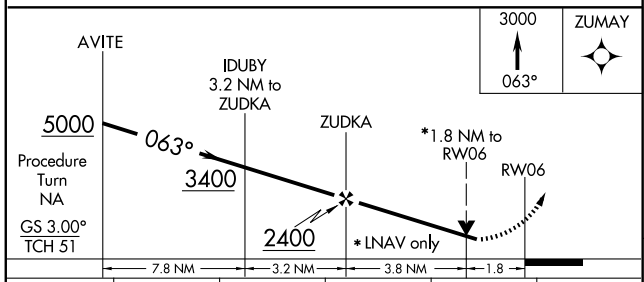
T NA — GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16° C (3°F)

MALSR

MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

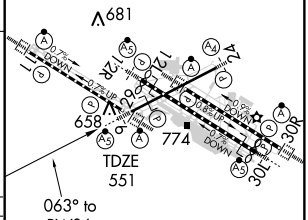




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	1040/60 489 (500-1½)				
LNAV MDA	1160/40 609 (600-¾)		1160/60 609 (600-1¼)	1160-1½ 609 (600-1½)	1160-1¾ 609 (600-1¾)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 82699 W11A	APP CRS 122°	Rwy ldg 9001 TDZE 618 Apt Elev 618

RNAV (GPS) RWY 11

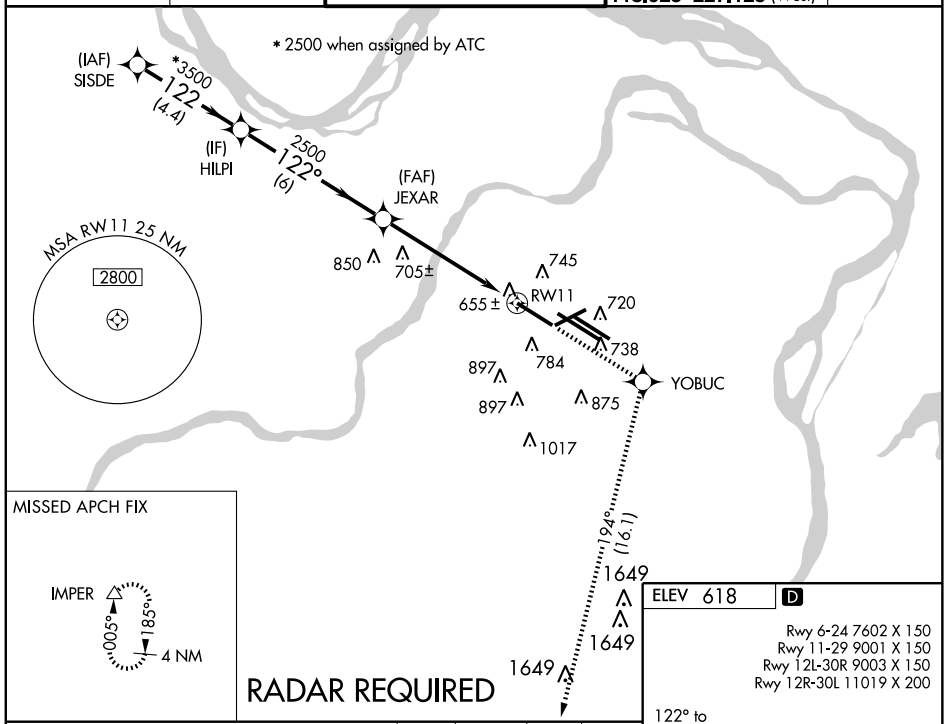
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).

ALSF-2

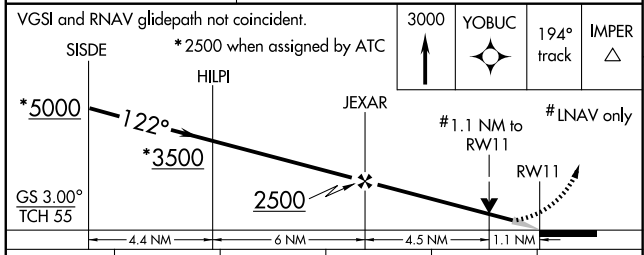
MISSED APPROACH: Climb to 3000 direct YOBUC and via 194° track to IMPER and hold.

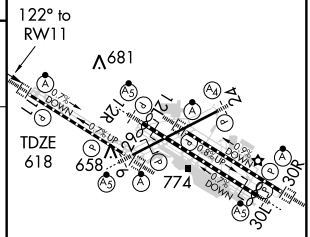
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





CATEGORY	A	B	C	D	E
LPV DA	868/24 250 (300-½)				
LNAV/VNAV DA	960/40 342 (400-¾)				
LNAV MDA	1020/24 402 (500-½)		1020/40 402 (500-¾)	1020/50 402 (500-1)	

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 69499 W12A	APP CRS 122°	Rwy ldg 9003 TDZE 541 Apt Elev 618

RNAV (GPS) RWY 12L

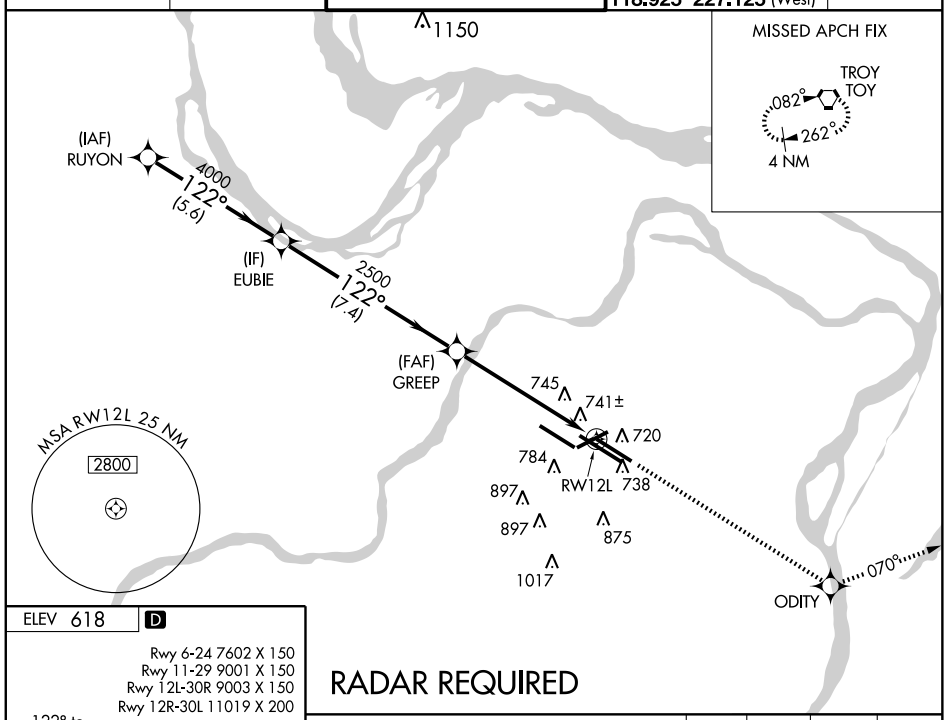
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).
DME/DME RNP-0.3 NA.

ALSF-2

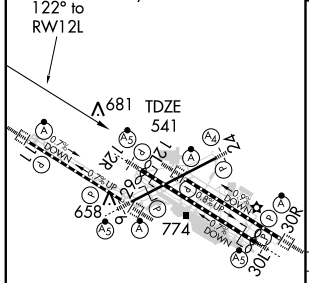
MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



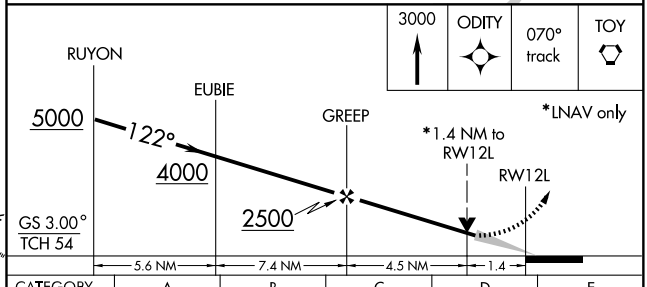
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	951/50 410 (400-1)				
LNAV/VNAV DA	1040/60 499 (500-1¼)				
LNAV MDA	1040/24 499 (500-½)	1040/40 499 (500-¾)	1040/50 499 (500-1)	1040/60 499 (500-1¼)	

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	10552
122°	TDZE	540
	Apt Elev	604

RNAV (GPS) RWY 12R

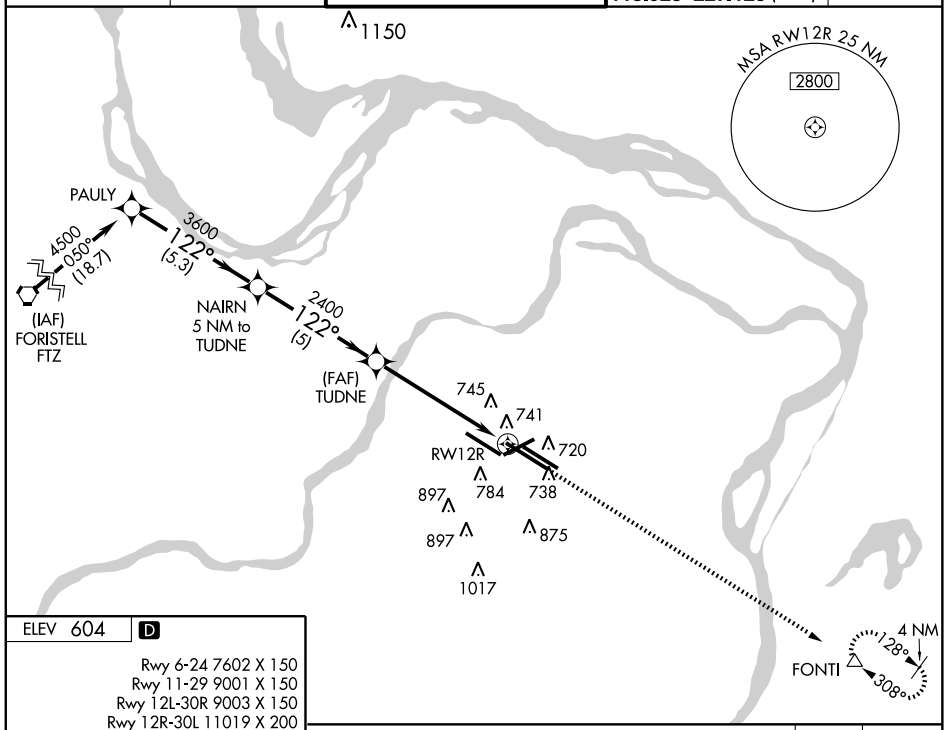
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16° C (3° F)

MALSR

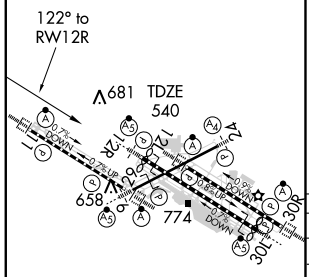
MISSED APPROACH: Climb to 5000 direct FONTI and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

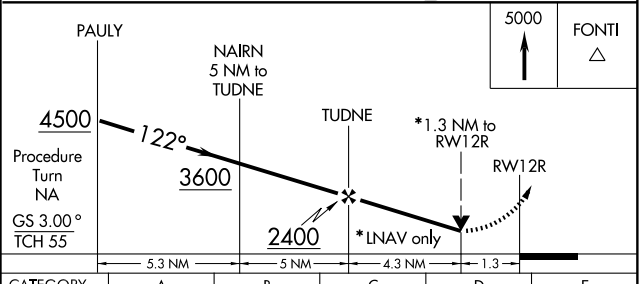


ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1102-1½ 562 (500-1½)				
LNAV MDA	1000/40 460 (400-¾)			1000/50 460 (400-1)	1000-1½ 460 (400-1½)

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	7602
243°	TDZE	534
	Apt Elev	604

RNAV (GPS) RWY 24

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

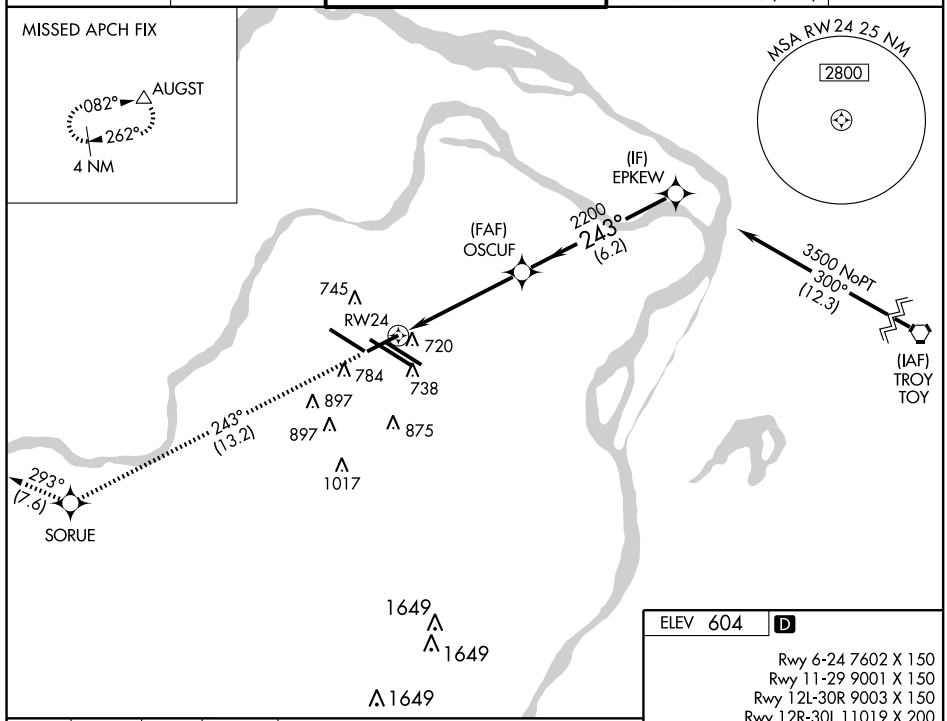
T
A NA

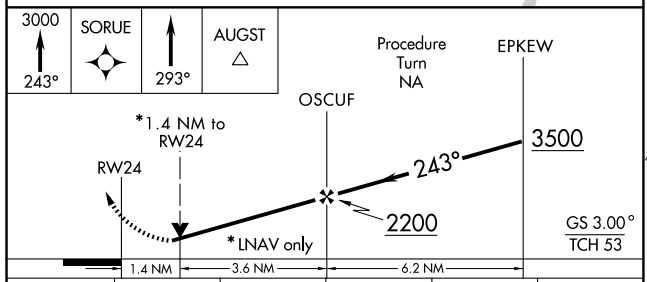
Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C.
Baro-VNAV NA below -16° C (3°F)
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALS
A4

MISSED APPROACH: Climb to 3000 via 243° course to SORUE WP then via 293° course to AUGST WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

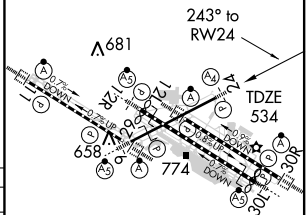




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000-1½ 466 (400-1½)				
LNAV MDA	1040/40 506 (500-¾)		1040-1½ 506 (500-1½)		1040-1¾ 506 (500-1¾)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

WAAS CH 42500 W29A	APP CRS 302°	Rwy ldg 9001 TDZE 580 Apt Elev 618

RNAV (GPS) RWY 29

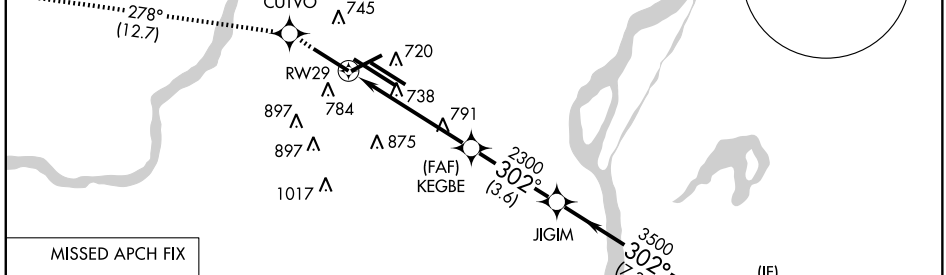
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
For inoperatvie ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾ .

ALSF-2

MISSED APPROACH: Climb to 3000 direct CUTVO and via 278° track to HULSO and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

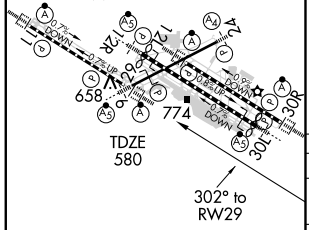


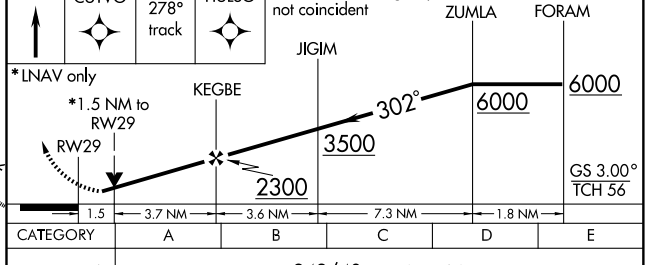
MISSED APCH FIX

RADAR REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 150





CATEGORY	A	B	C	D	E
LPV DA	943/40 363 (400-¾)				
LNAV/VNAV DA	1074/60 494 (500-1¼)				
LNAV MDA	1100/40 520 (500-¾)		1100/50 520 (500-1)	1100/60 520 (500-1¼)	

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	10818
302°	TDZE	583
	Apt Elev	604

RNAV (GPS) RWY 30L

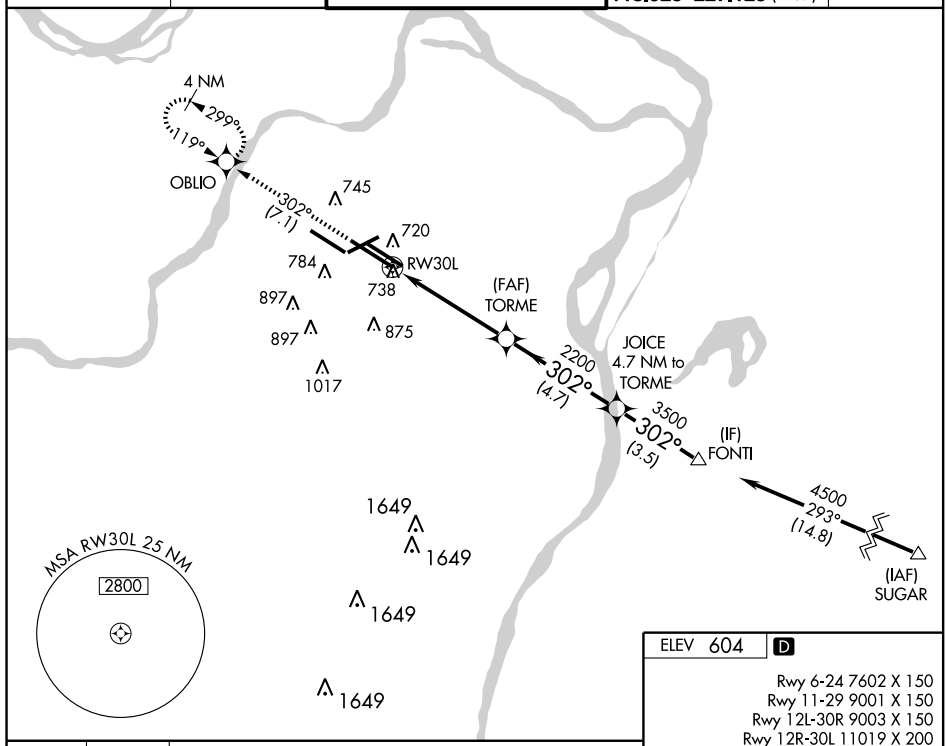
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

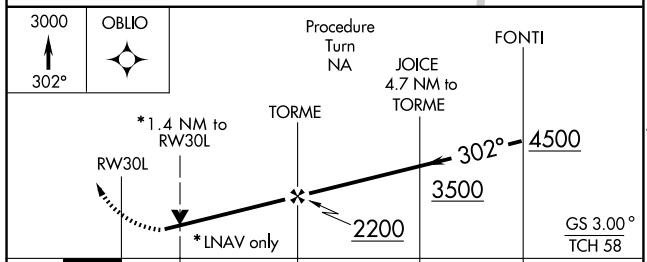
NA For inoperative MALSR: increase LNAV Cats A/B to RVR 5000. Baro-VNAV NA below -16°C (3°F). GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR A5

MISSED APPROACH: Climb to 3000 via 302° course to OBLIO WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

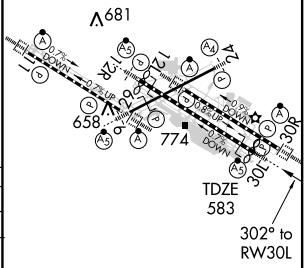




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/50 417 (400-1)				
LNAV MDA	1100/40 517 (500-¾)		1100/50 517 (500-1)	1100/60 517 (500-1¼)	

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 73000 W30A	APP CRS 302°	Rwy ldg 9003 TDZE 605 Apt Elev 618

RNAV (GPS) RWY 30R

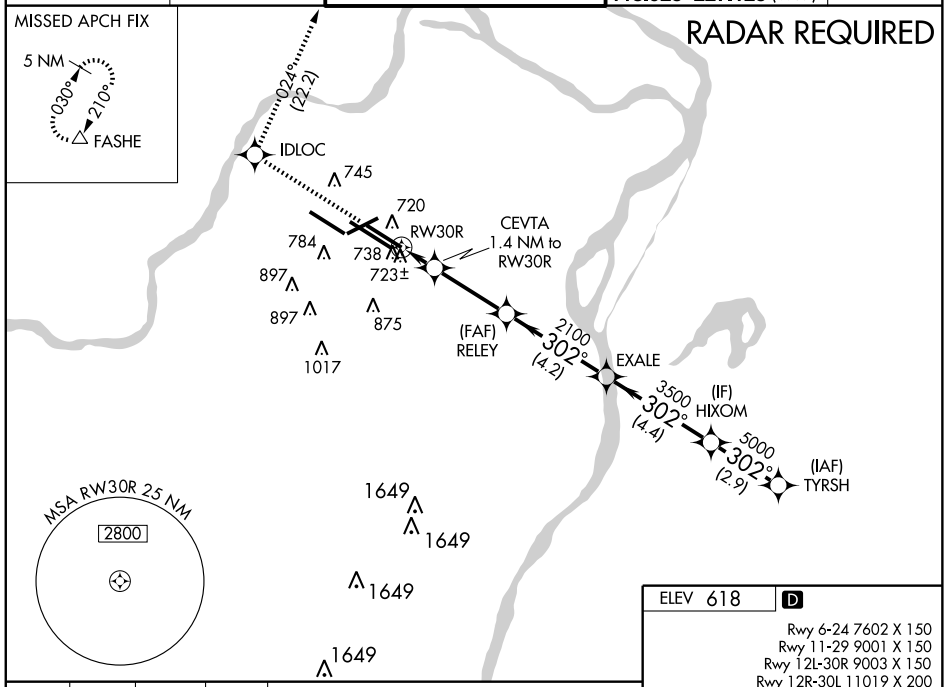
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

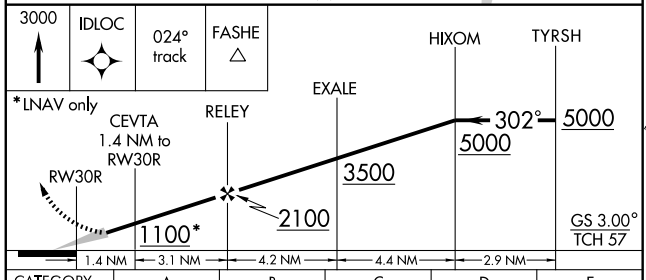
For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

ALSF-2

MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

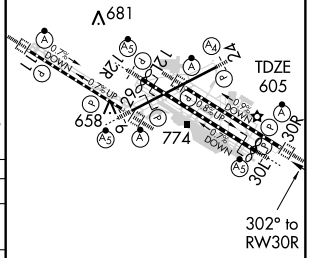




CATEGORY	A	B	C	D	E
LPV DA	908/24 303 (300-½)				908/40 303 (300-¾)
LNAV/VNAV DA	973/40 368 (400-¾)				
LNAV MDA	1000/24 395 (400-½)			1000/50 395 (400-1)	

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30L

NC-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 12R

VORTAC STL	APCH CRS	Rwy ldg 10,552
117.4	142°	TDZE 540
Chan 121		Arpt Elev 618

AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

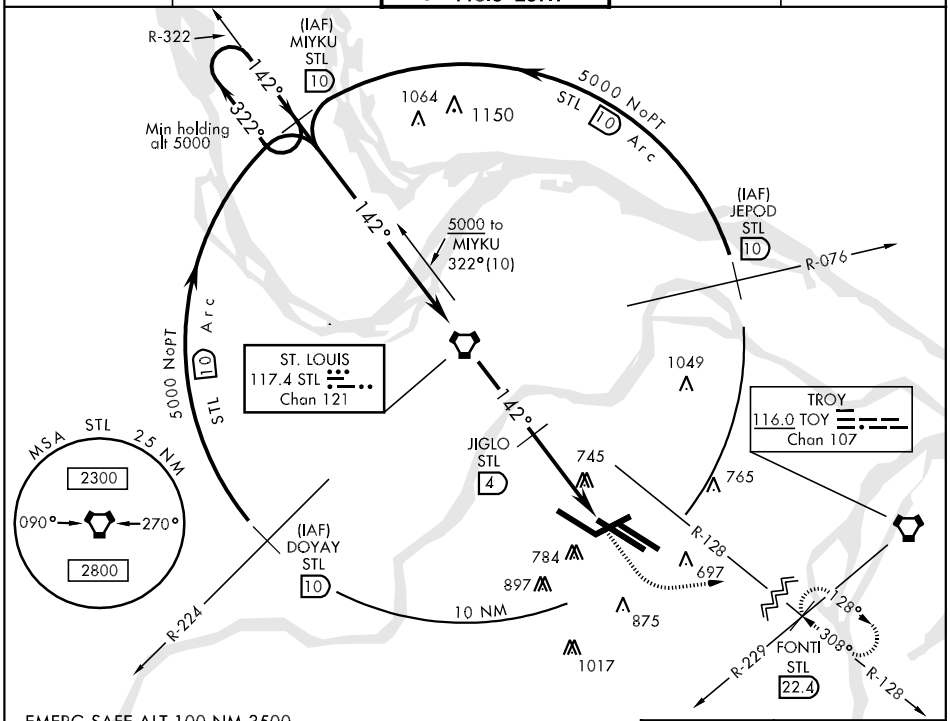
N/A * Inoperative table does not apply.

Visibility reduction by helicopters NA

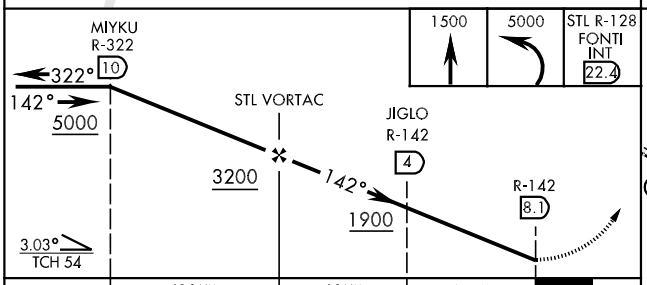
MALSR A5

MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1



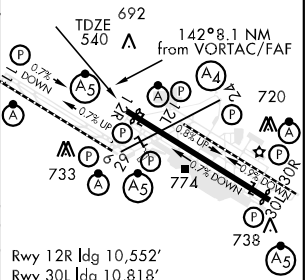
EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-12R *	1060/50 520 (500-1)		1060-1½ 520(500-1½)	1060-1¾ 520 (500-1¾)	
CIRCLING	NOT AUTHORIZED				

ELEV 618

Rwy 6-24 7602 x 150
Rwy 11-29 9001 x 150
Rwy 12L-30R 9003 x 150
Rwy 12R-30L 11,019 x 200



Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

TACAN RWY 30L

AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

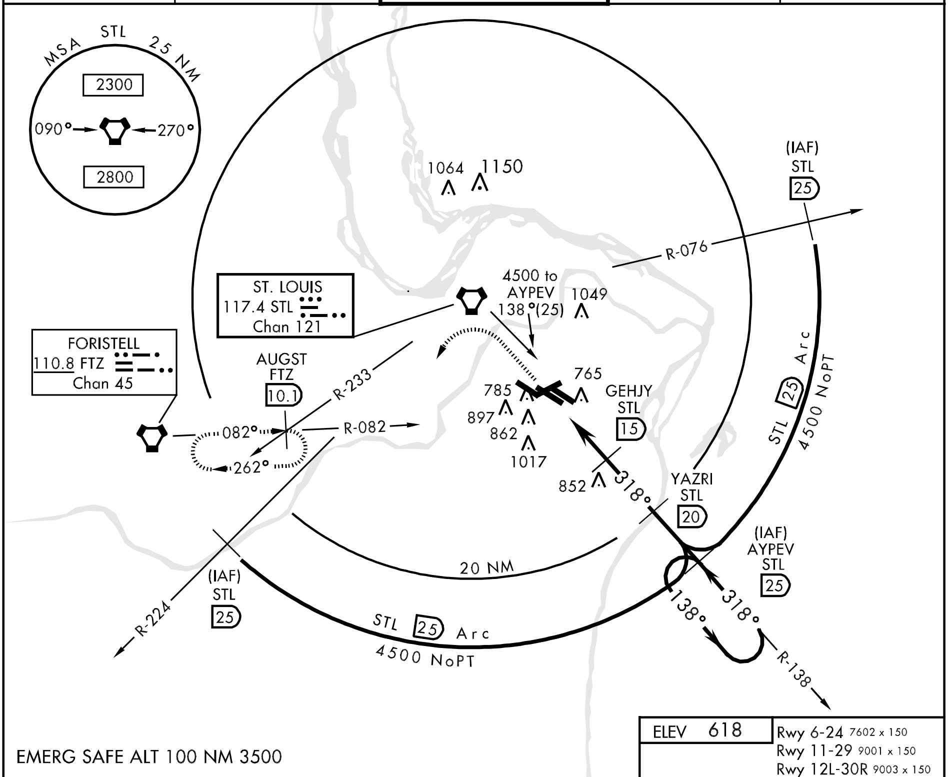
VORTAC STL	APCH CRS	Rwy ldg 10,818
117.4 Chan 121	318°	TDZE 583 Arpt Elev 618

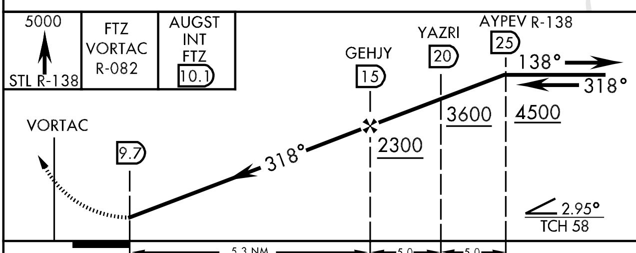
A N/A * Inoperative table does not apply.

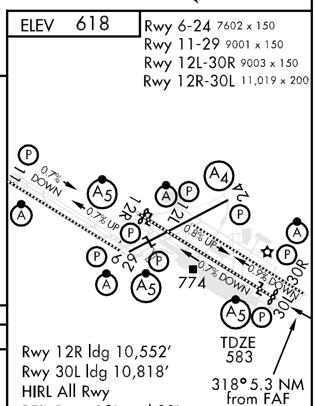
MALSR A5

MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1







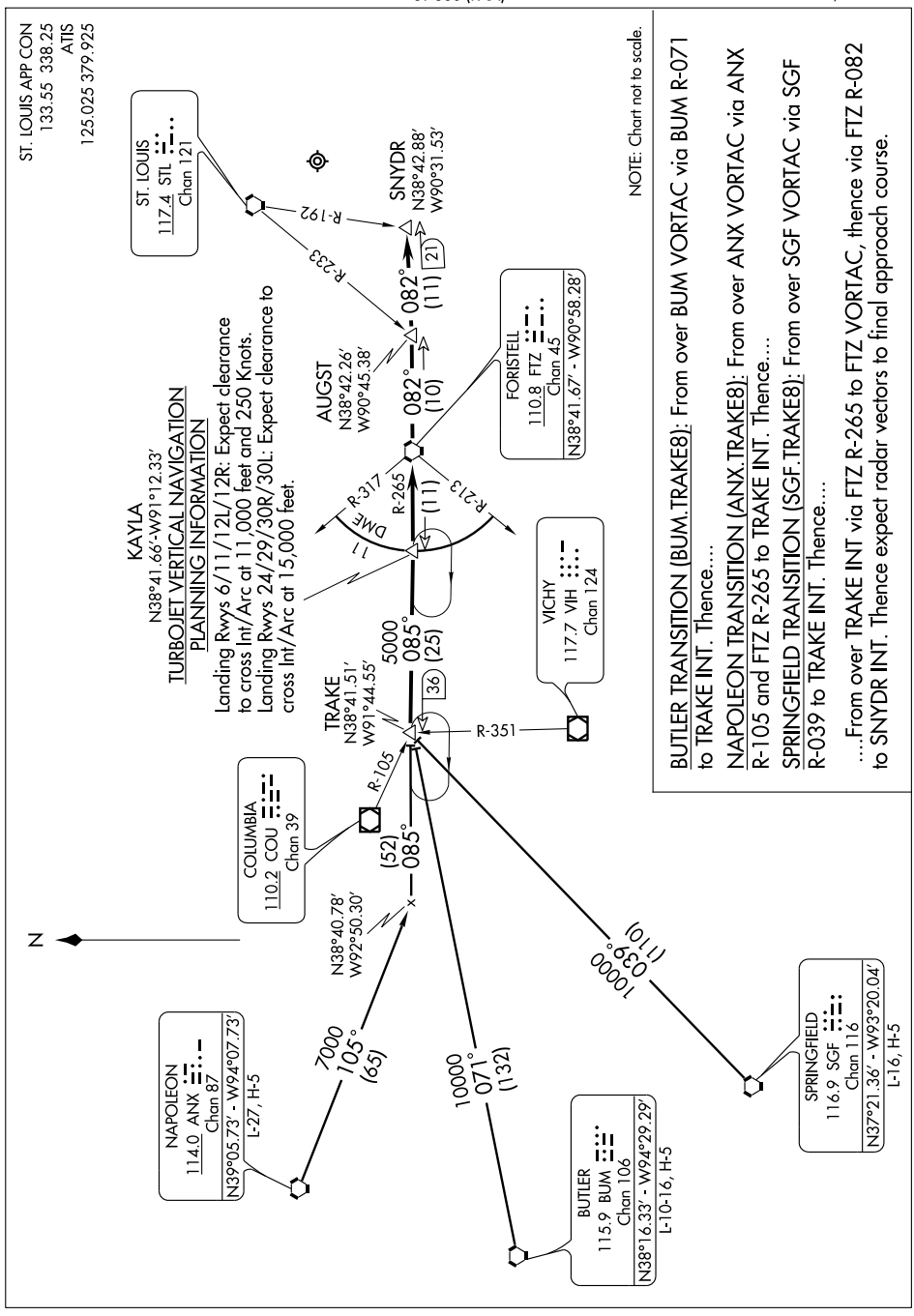
Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

CATEGORY	A	B	C	D	E
S-30L *	1100/50 517 (500-1)		1100-1½ 517(500-1½)	1100-1¾ 517 (500-1¾)	
CIRCLING	NOT AUTHORIZED				

TRAKE EIGHT ARRIVAL

ST-360 (FAA)

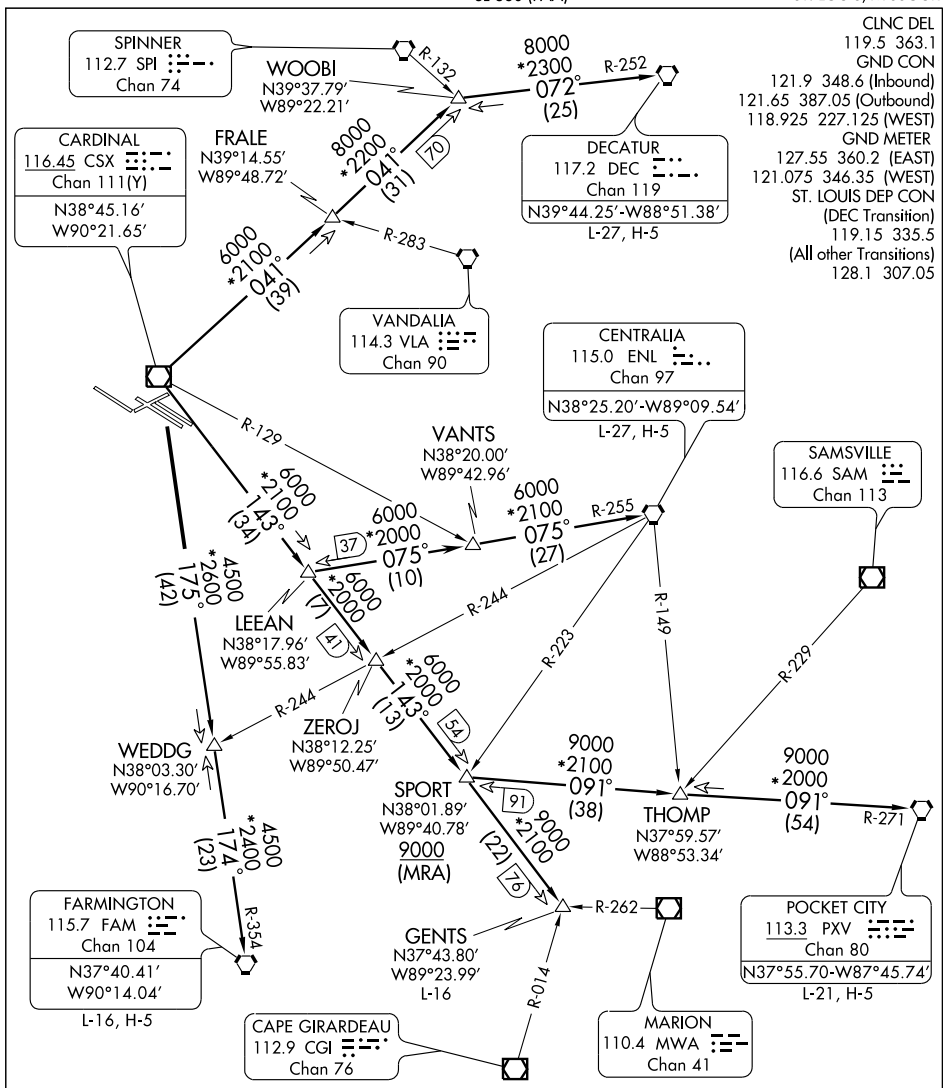
LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI



TURBO FIVE DEPARTURE

SL-360 (FAA)

LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI



TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276′ per NM to 800.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577′ from DER, 618′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA 1037′ from DER, 709′ right of centerline, 391′ AGL/573′ MSL.
Pole 1368′ from DER, 635′ right of centerline, 28′ AGL/568′ MSL.
Antenna on bldg 2478′ from DER, 1012′ right of centerline, 30′ AGL/598′ MSL.

Rwy 12L: OL on DME 551′ from DER, 258′ left of centerline, 20′ AGL/619′ MSL.

Rwy 12R: Traffic sign 1416′ from DER, 705′ right of centerline, 7′ AGL/636′ MSL.
Bush 1791′ from DER, 503′ right of centerline, 7′ AGL/636′ MSL.
Tree 1933′ from DER, 370′ left of centerline, 88′ AGL/657′ MSL.
Tree 2228′ from DER, 162′ left of centerline, 75′ AGL/654′ MSL.
Sign 2804′ from DER, 873′ right of centerline, 93′ AGL/672′ MSL.

Rwy 24: Multiple trees and antenna beginning 3766′ from DER, 899′ right of centerline, up to 115′ AGL/704′ MSL.

Rwy 30L: Ground beginning at DER, 157′ right of centerline, up to 592′ MSL.
Multiple trees and poles beginning 1684′ from DER, 641′ left of centerline, 107′ AGL/684′ MSL.

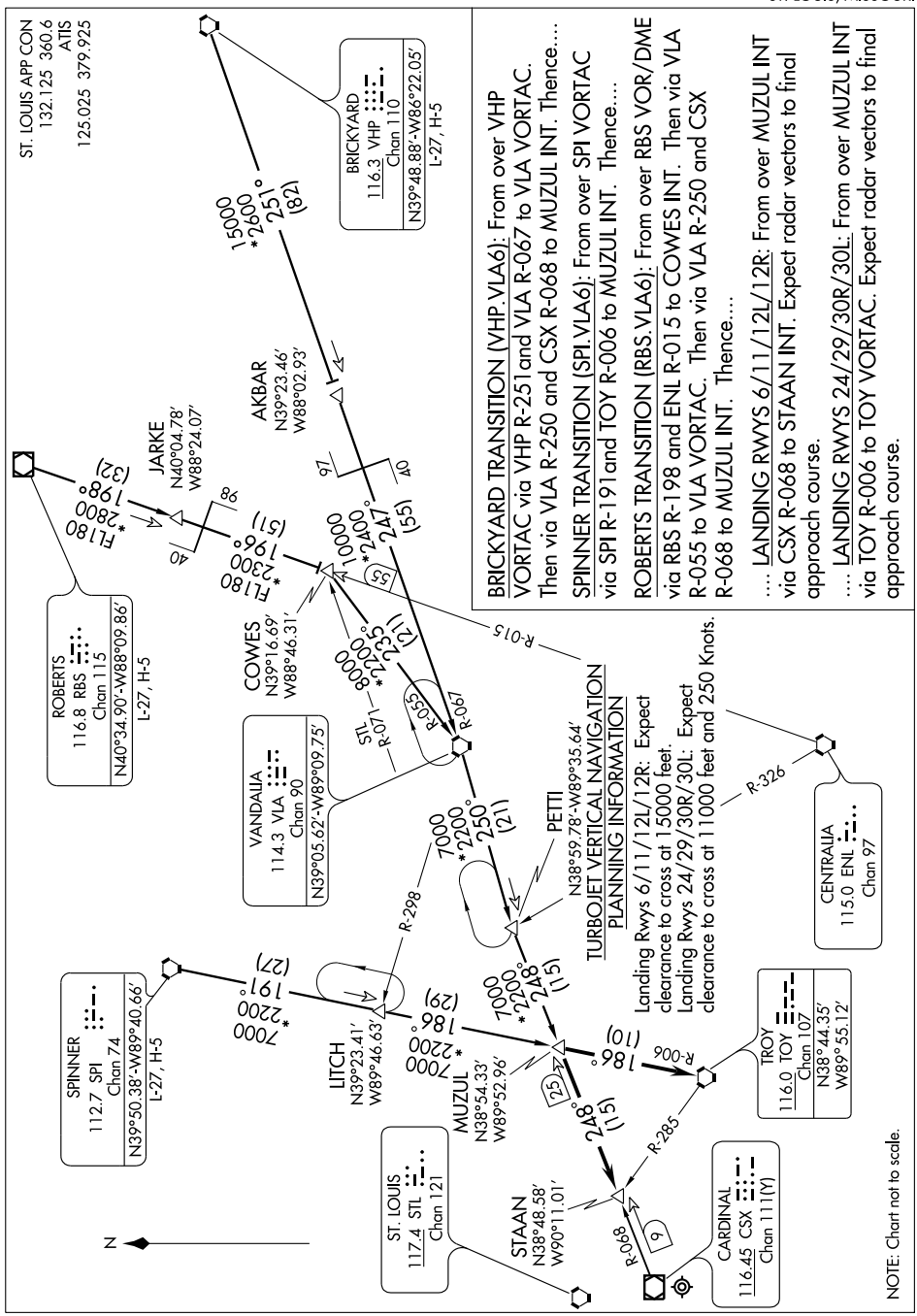
Rwy 30R: OL on GS 950′ from DER, on centerline, 28′ AGL/587′ MSL.
Multiple buildings and antenna beginning 1374′ from DER, 709′ right of centerline, up to 81′ AGL/611′ MSL.
Multiple trees and antenna beginning 4240′ from DER, 253′ right of centerline, up to 142′ AGL/741′ MSL.

NC-3, 03 JUN 2010 to 01 JUL 2010

VANDALIA SIX ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI



BRICKYARD TRANSITION (VHP.VLA6): From over VHP VORTAC via VHP R-251 and VLA R-067 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

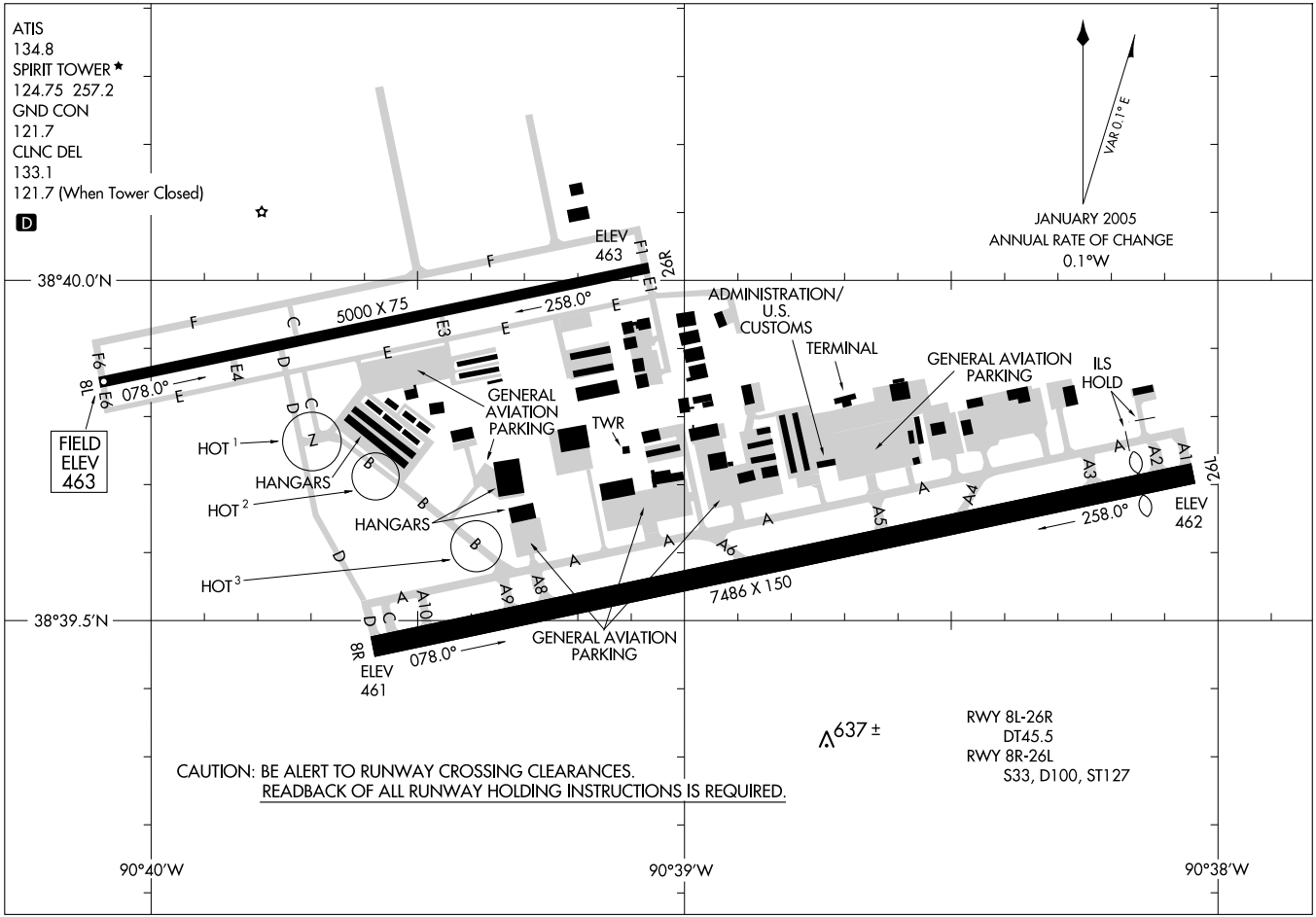
SPINNER TRANSITION (SPI.VLA6): From over SPI VORTAC via SPI R-191and TOY R-006 to MUZUL INT. Thence....

ROBERTS TRANSITION (RBS.VLA6): From over RBS VOR/DME via RBS R-198 and ENL R-015 to COWES INT. Then via VLA R-055 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

.... LANDING RWYS 6/11/12L/12R: From over MUZUL INT via CSX R-068 to STAAN INT. Expect radar vectors to final approach course.

.... LANDING RWYS 24/29/30R/30L: From over MUZUL INT via TOY R-006 to TOY VORTAC. Expect radar vectors to final approach course.

AIRPORT DIAGRAM



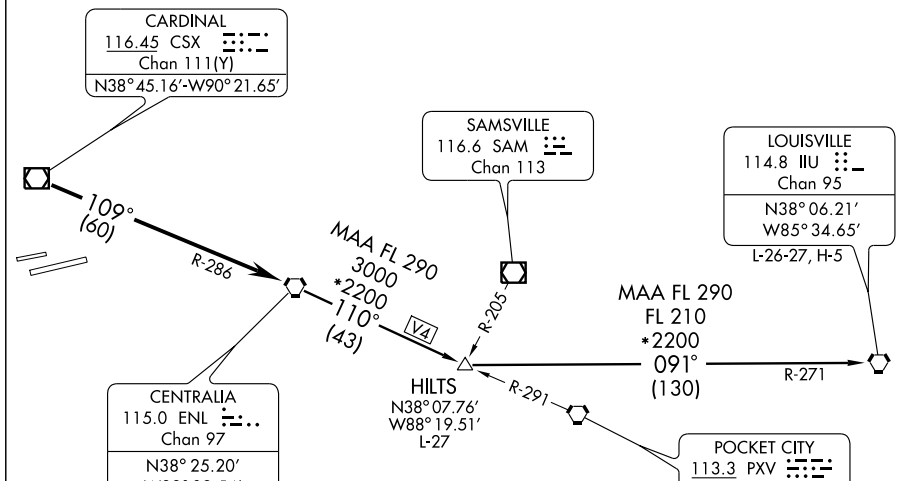
AL-5400 (FAA)

ST. LOUIS/ SPIRIT OF ST. LOUIS (STUS)
ST. LOUIS, MISSOURI

BLUES TWO DEPARTURE

SL-5400 (FAA)

ATIS
134.8
SPIRIT TOWER★
124.75 257.2
GND CON
121.7
CLNC DEL
133.1



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

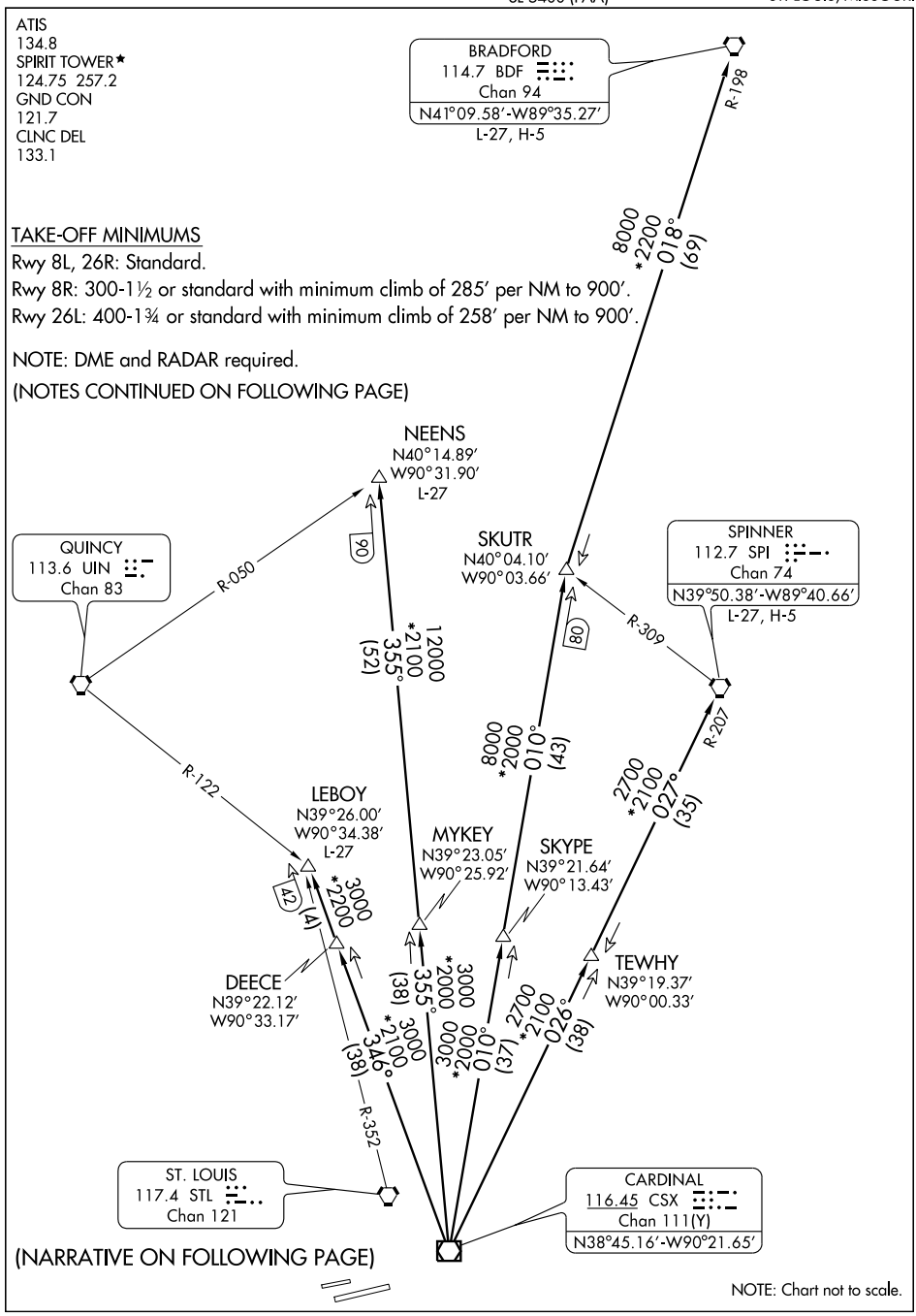
Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.
LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

CARDS SEVEN DEPARTURE

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
SL-5400 (FAA)
ST. LOUIS, MISSOURI

ATIS
134.8
SPIRIT TOWER*
124.75 257.2
GND CON
121.7
CLNC DEL
133.1



TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.

Rwy 8R: 300-1½ or standard with minimum climb of 285′ per NM to 900′.

Rwy 26L: 400-1¾ or standard with minimum climb of 258′ per NM to 900′.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214′ from DER, 96′ right of centerline, 27′ AGL/496′ MSL.

Rwy 8R: Antenna on bldg 142′ from DER, 241′ left of centerline, 10′ AGL/470′ MSL.
Antenna 262′ from DER, 557′ left of centerline, 26′ AGL/487′ MSL.
Trees beginning 5372′ from DER, 1792′ right of centerline, up to 94′ AGL/653′ MSL.

Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

NC-3, 03 JUN 2010 to 01 JUL 2010

GATEWAY FOUR DEPARTURE

(GATWY4.SIL) 08325

SI-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

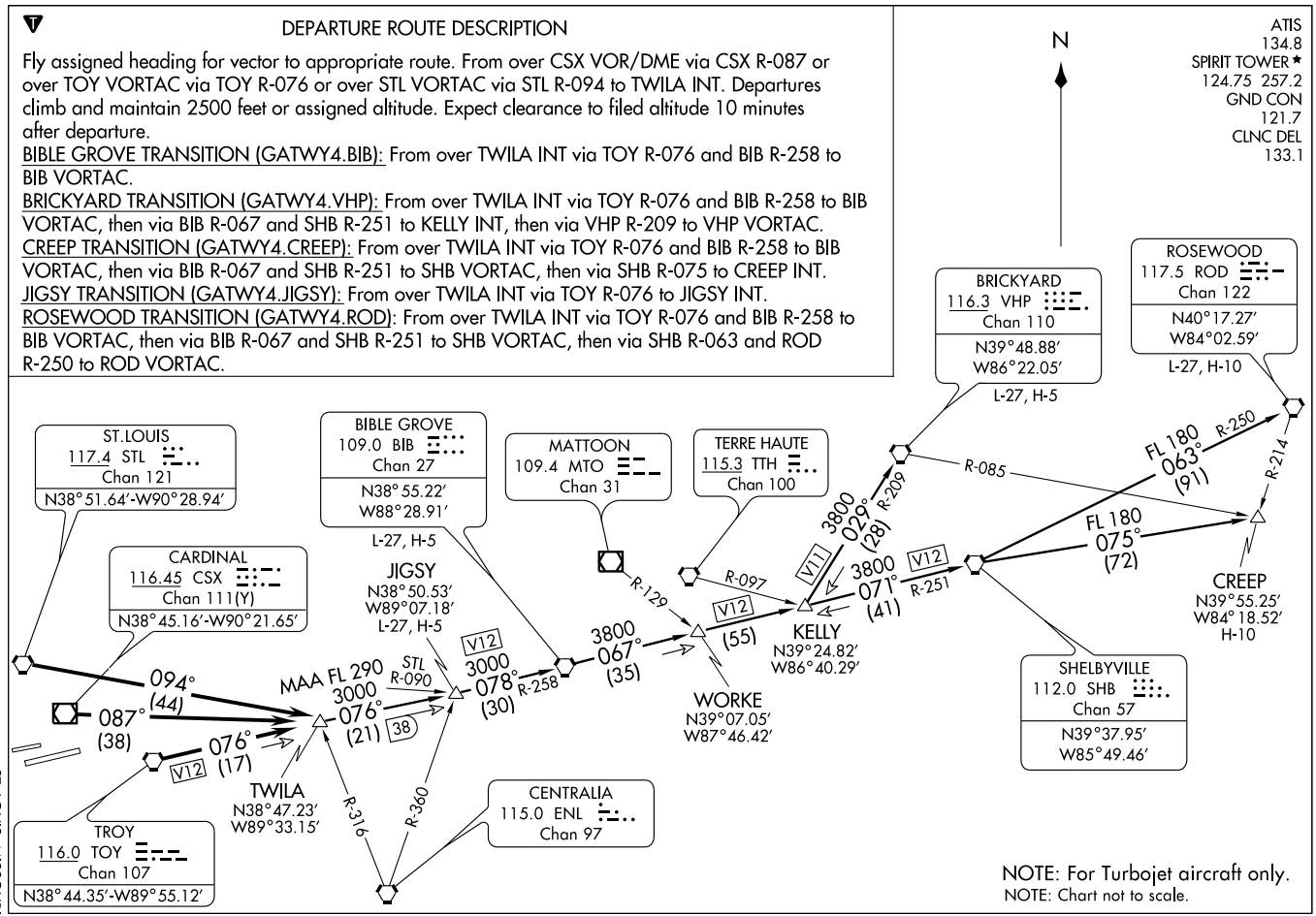
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

LOC I-SUS	APP CRS	Rwy ldg	7245
111.1	076°	TDZE	462
		Apt Elev	463

ILS or LOC RWY 8R

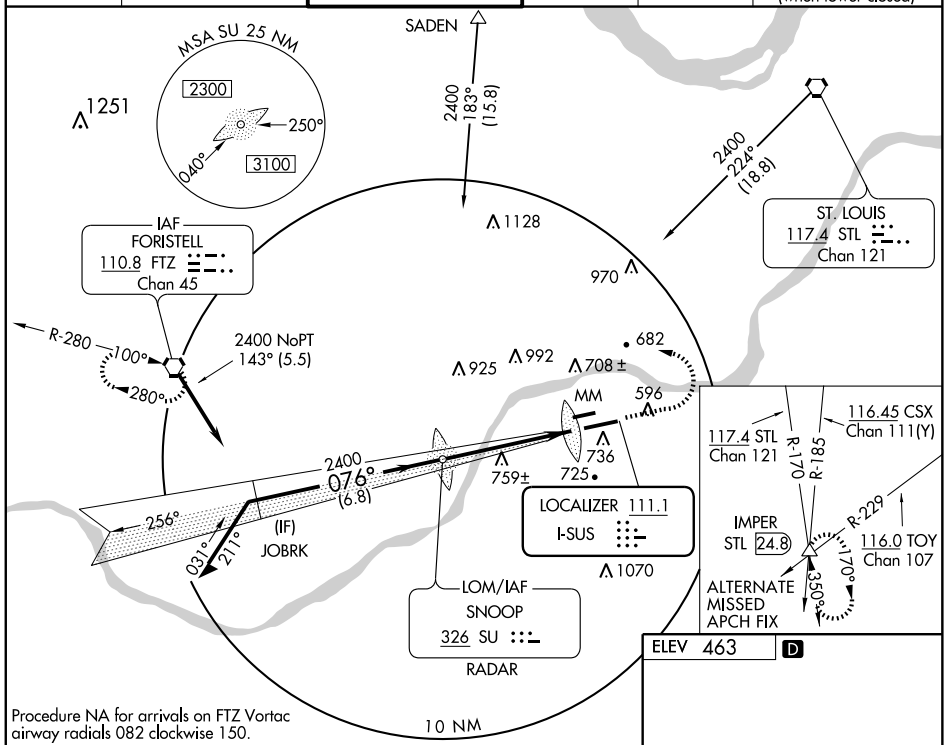
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

* RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC 8R Cat D RVR to 5000 and circling Cat C visibility ¼ mile.

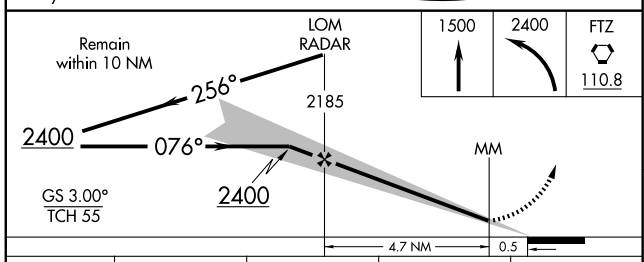
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

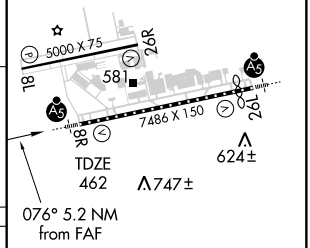
ATIS	ST. LOUIS APP CON	SPIRIT TOWER*	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)



Procedure NA for arrivals on FTZ Vortac airway radials 082 clockwise 150.



ELEV 463 D



MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

CATEGORY	A	B	C	D
S-ILS 8R	*662/24 200 (200-½)			
S-LOC 8R	880/24 418 (500-½)		880/40 418 (500-¾)	
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3. 03 JUN 2010 to 01 JUL 2010

LOC I-FZU	APP CRS	Rwy ldg	7004
111.1	256°	TDZE	462
		Apt Elev	463

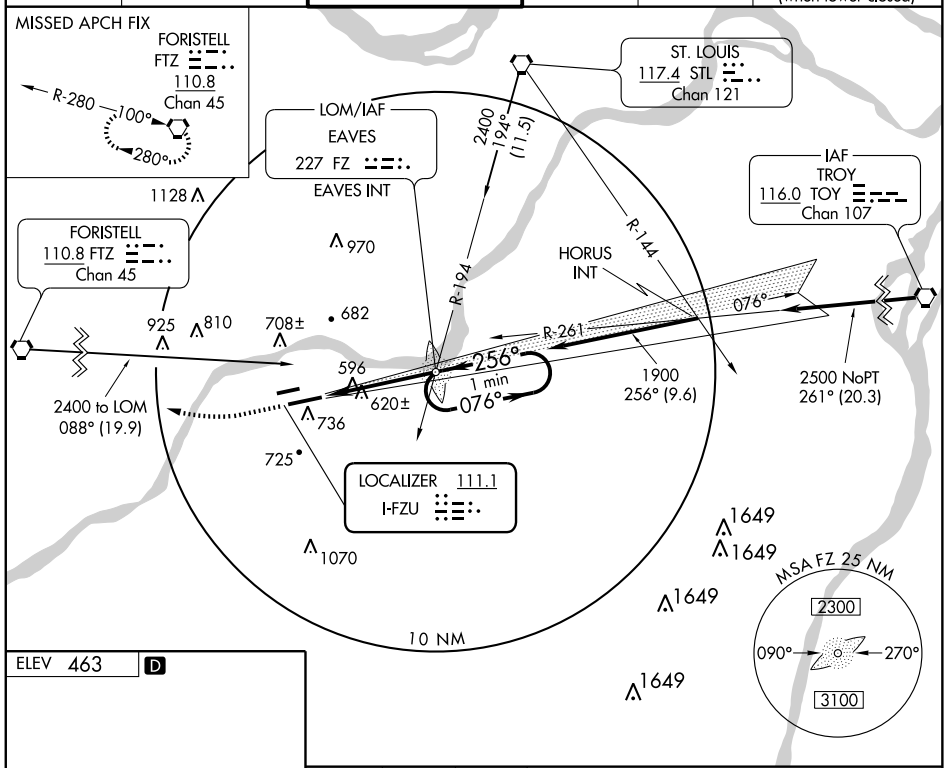
ILS or LOC RWY 26L

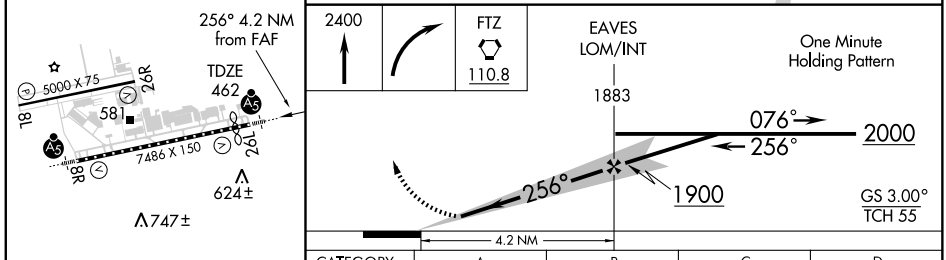
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)





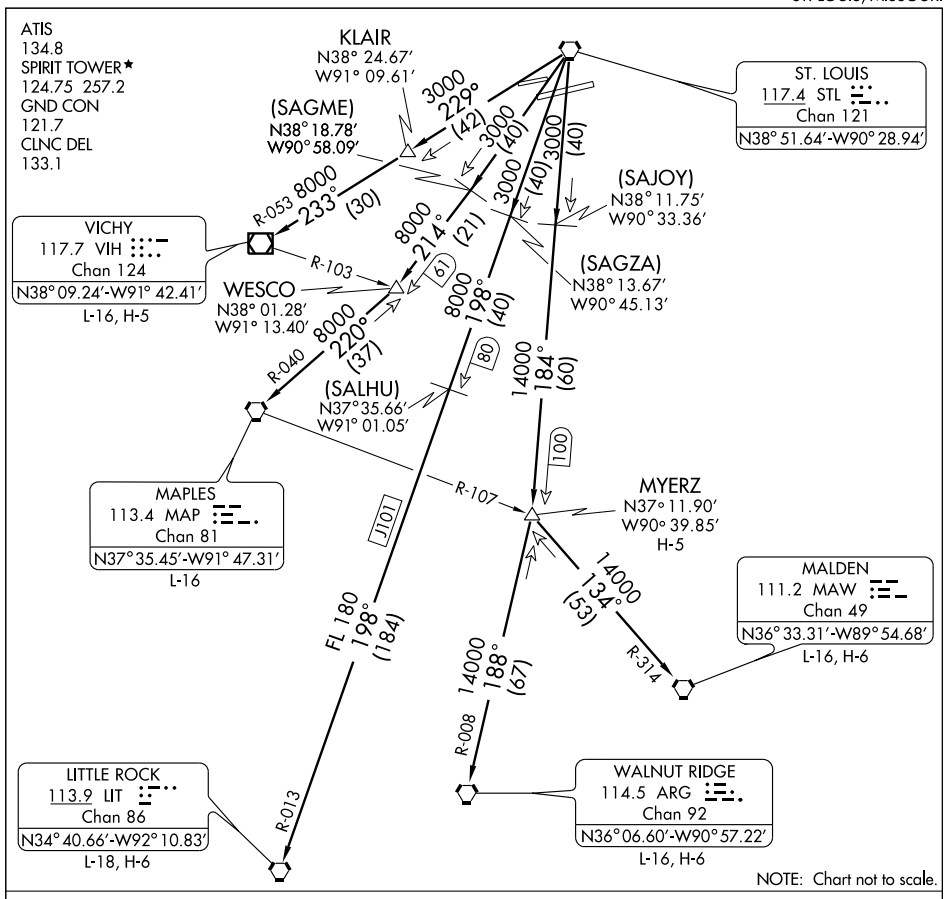
HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 26L	662-½ 200 (200-½)			
S-LOC 26L	1140-½ 678 (700-½)		1140-1½ 678 (700-1½)	1140-1¾ 678 (700-1¾)
CIRCLING	1140-1 677 (700-1)		1140-2 677 (700-2)	1140-2¼ 677 (700-2¼)

NC-3, 03 JUN 2010 to 01 JUL 2010

LINDBERGH TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

LOM SU	APP CRS	Rwy ldg	7245
326	076°	TDZE	462
		Apt Elev	463

NDB RWY 8R

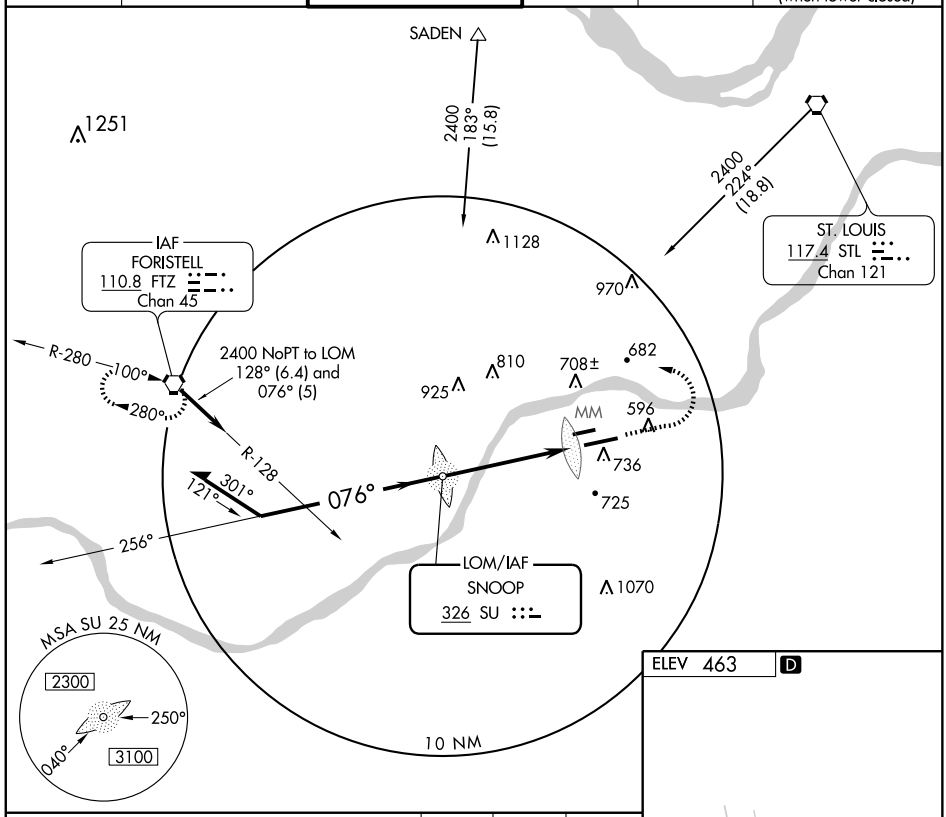
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

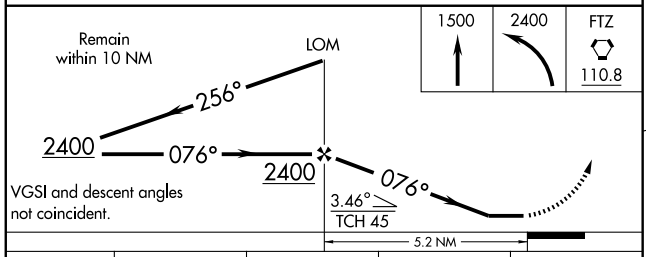
T
NA

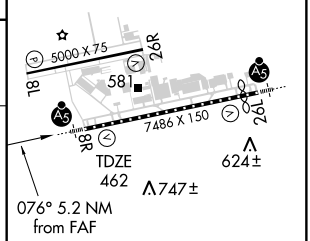
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)







MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

CATEGORY	A	B	C	D
S-8R	1200/40 738 (800-¾)		1200-1½ 738 (800-1½)	1200-2 738 (800-2)
CIRCLING	1200-1 737 (800-1)		1200-2 737 (800-2)	1200-2¼ 737 (800-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 03 JUN 2010 to 01 JUL 2010

LOM FZ	APP CRS	Rwy ldg	7004
227	255°	TDZE	462
		Apt Elev	463

NDB RWY 26L

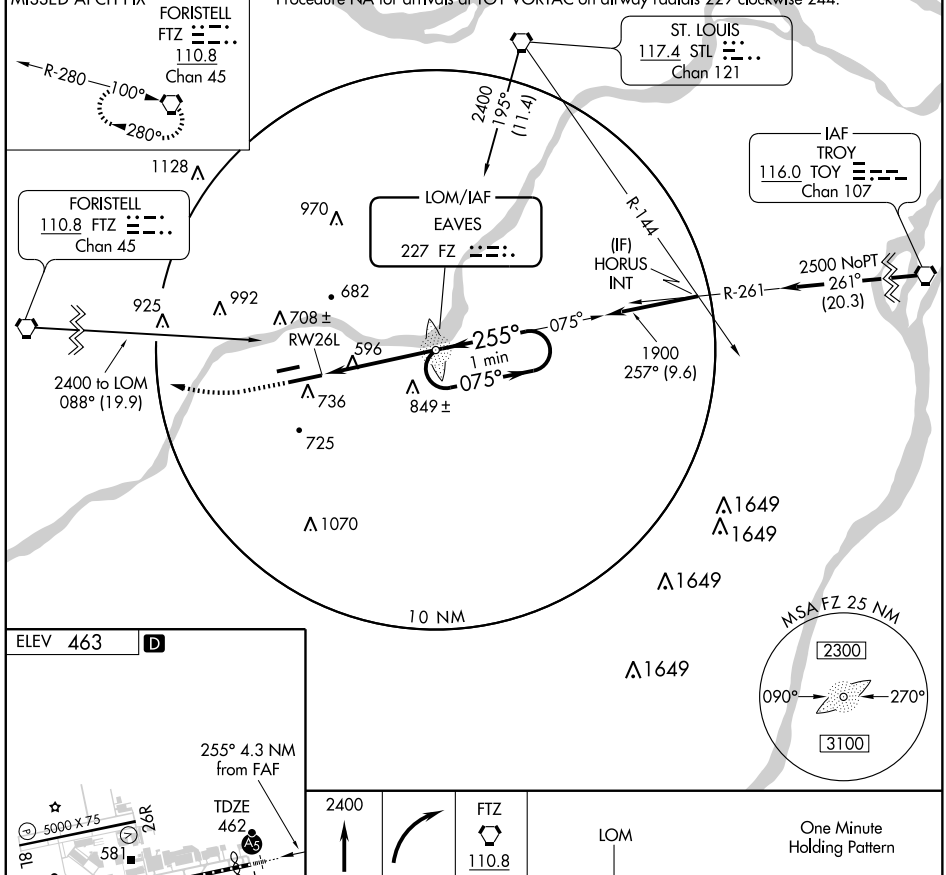
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

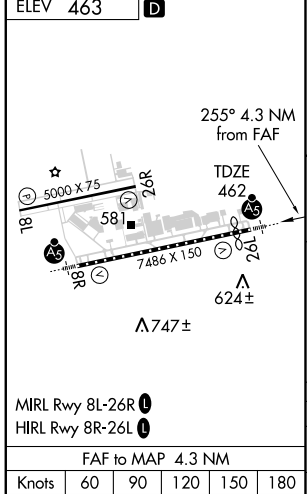
When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 60 feet, increase S-26L Cat C and D and circling Cats B, C and D visibility ¼ mile.

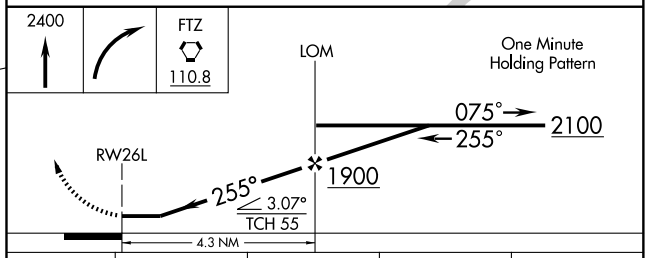
MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)





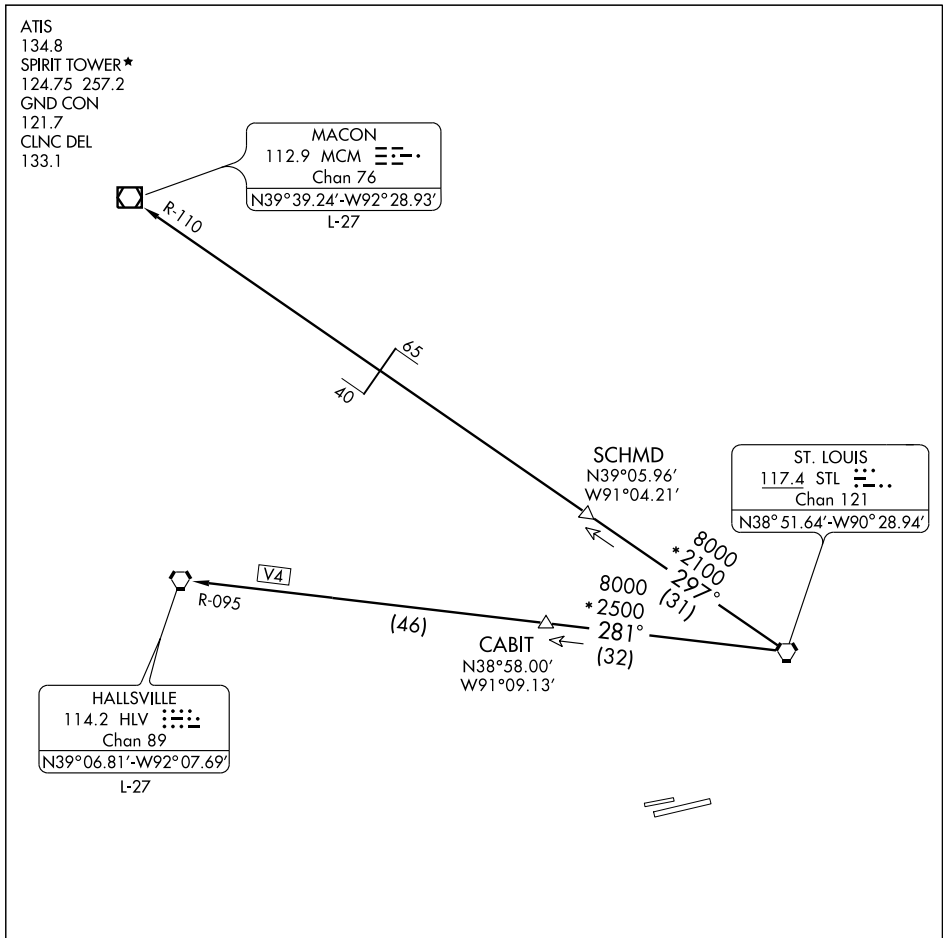


FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-26L	1160-¾ 698 (700-¾)		1160-1½ 698 (700-1½)	1160-2 698 (700-2)
CIRCLING	1160-1 697 (700-1)		1160-2 697 (700-2)	1160-2¼ 697 (700-2¼)

NC-3. 03 JUN 2010 to 01 JUL 2010

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

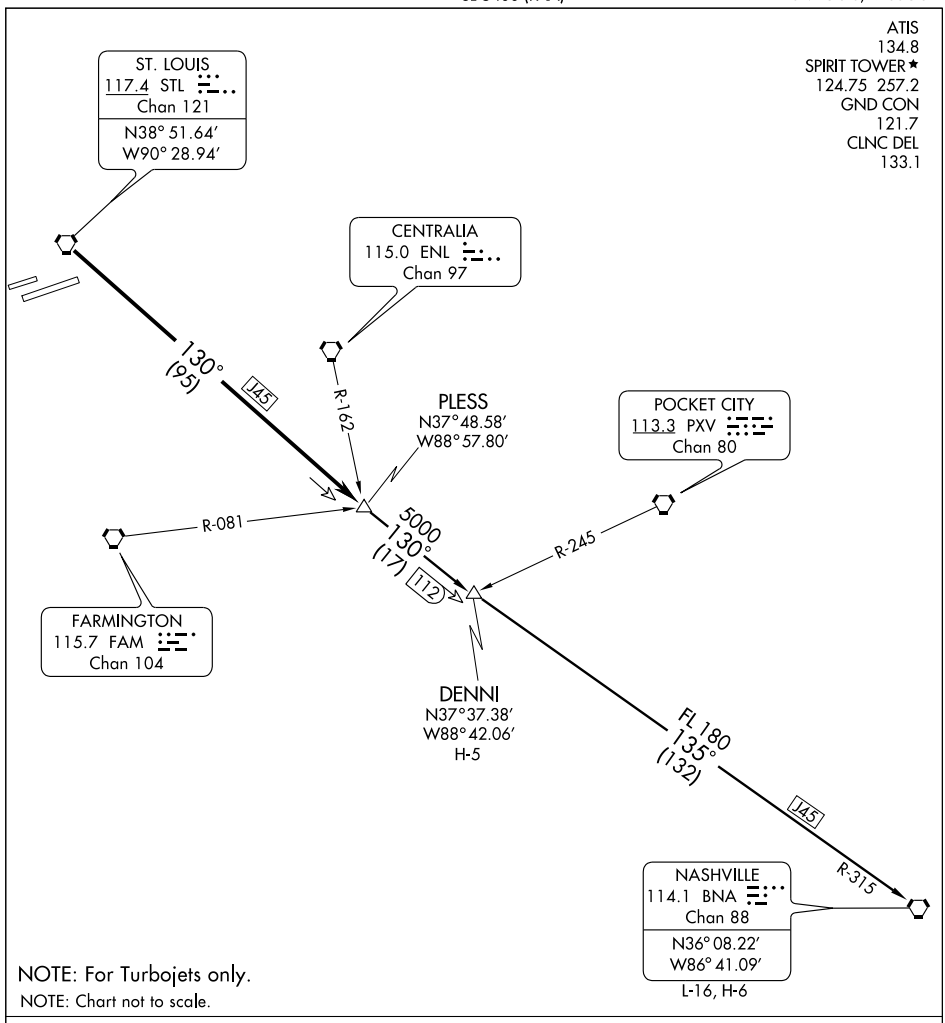
HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 03 JUN 2010 to 01 JUL 2010

PLESS ONE DEPARTURE

SL-5400 (FAA)



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

WAAS CH 99414 W08A	APP CRS 076°	Rwy ldg 5000 TDZE 463 Apt Elev 463

RNAV (GPS) RWY 8L

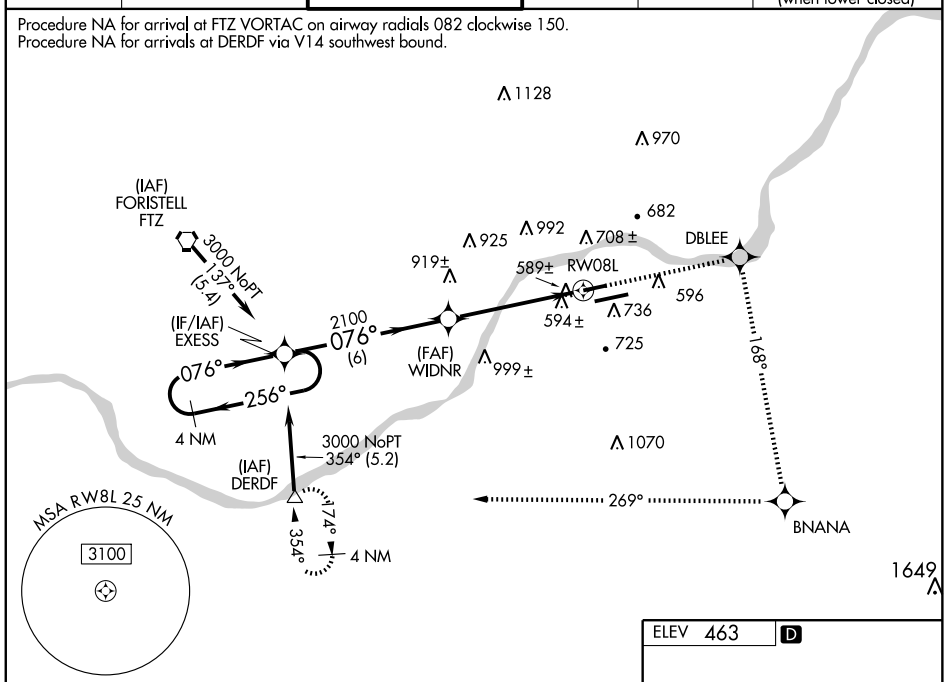
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

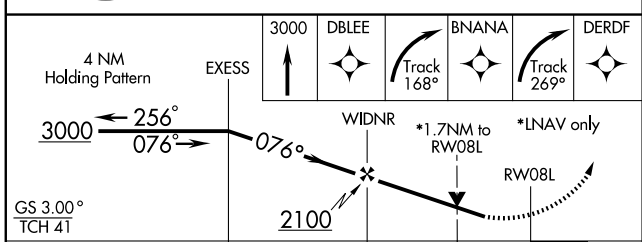
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting.
When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn via track 168° to BNANA and right turn via track 269° to DERDF and hold.

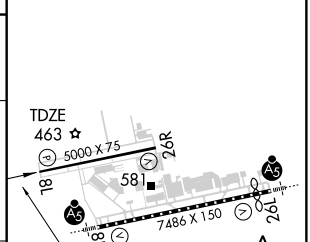
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrivals at DERDF via V14 southwest bound.





CATEGORY	A	B	C	D
LPV DA	855-1½ 392 (400-1½)		NA	
LNAV/VNAV DA	1075-2¼ 612 (700-2¼)		NA	
LNAV MDA	1040-1 577 (600-1)		NA	
CIRCLING	1100-1 637 (700-1)		NA	



MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 61114 W08B	APP CRS 076°	Rwy ldg 7245 TDZE 462 Apt Elev 463

RNAV (GPS) RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

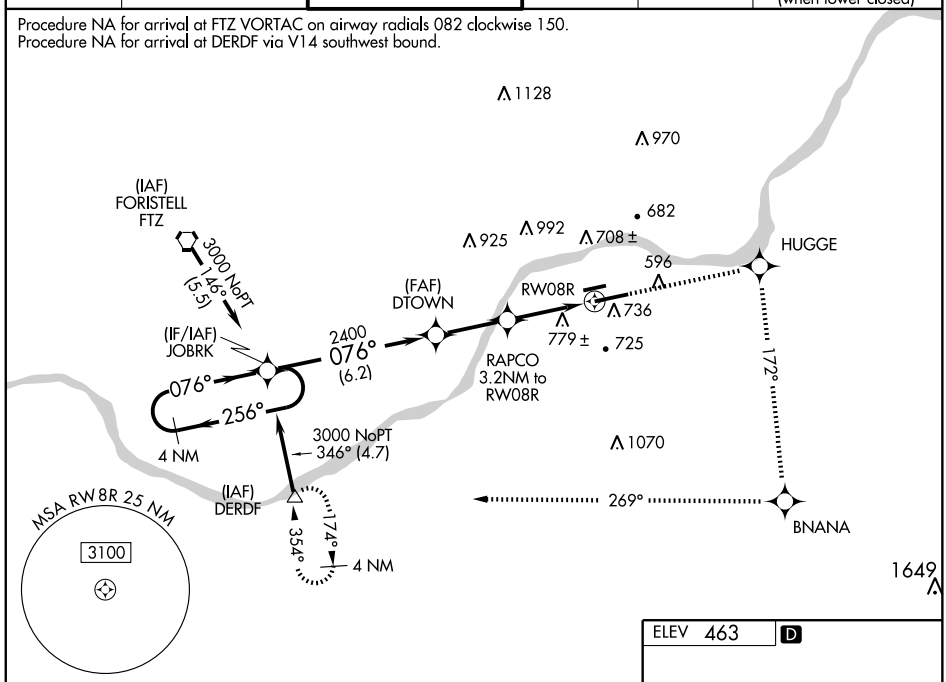
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C ¼ mile.

MALSR

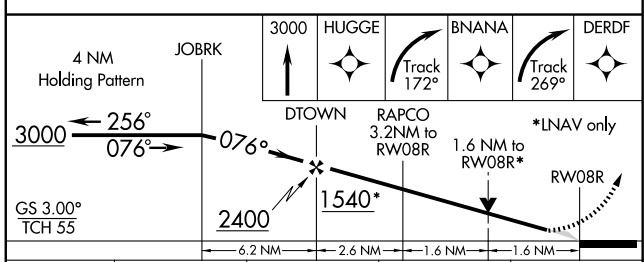
MISSED APPROACH: Climb to 3000 direct HUGGE and right turn via track 172° to BNANA and right turn via track 269° track to DERDF and hold.

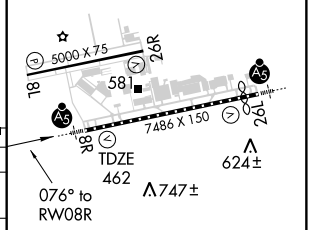
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrival at DERDF via V14 southwest bound.



ELEV 463 D





CATEGORY	A	B	C	D
LPV DA	662/24 200 (200-½)			
LNAV/VNAV DA	1129-1¾ 667 (700-1¾)			
LNAV MDA	1040/24 578 (600-½)		1040/50 578 (600-1)	1040/60 578 (600-1¼)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 81914 W26B	APP CRS 256°	Rwy ldg 7004 TDZE 462 Apt Elev 463

RNAV (GPS) RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

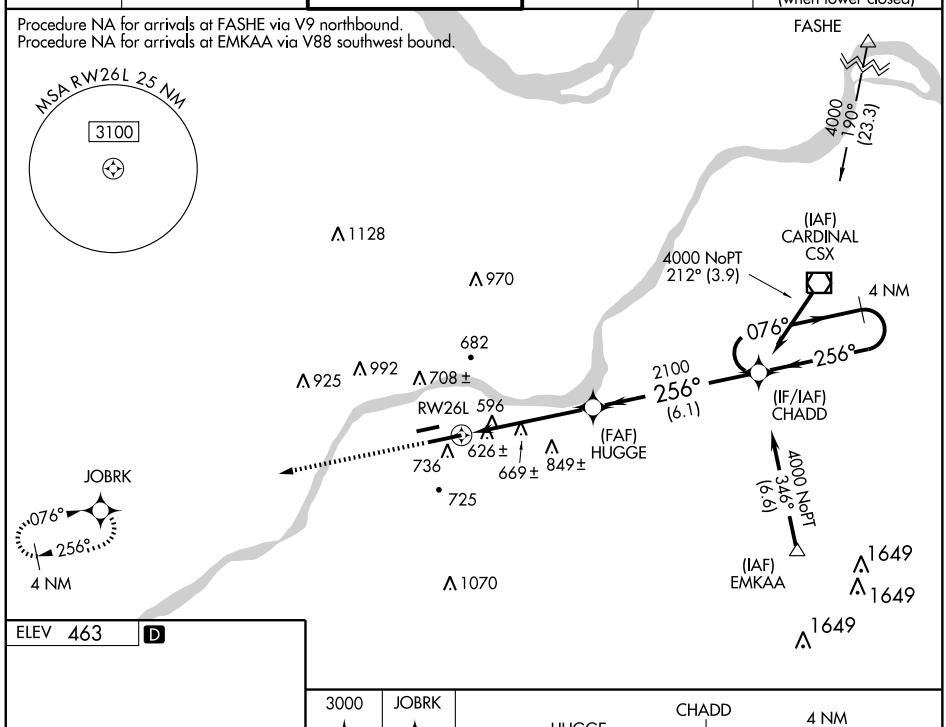
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ¼ mile and circling visibility Cat C ¼ mile.

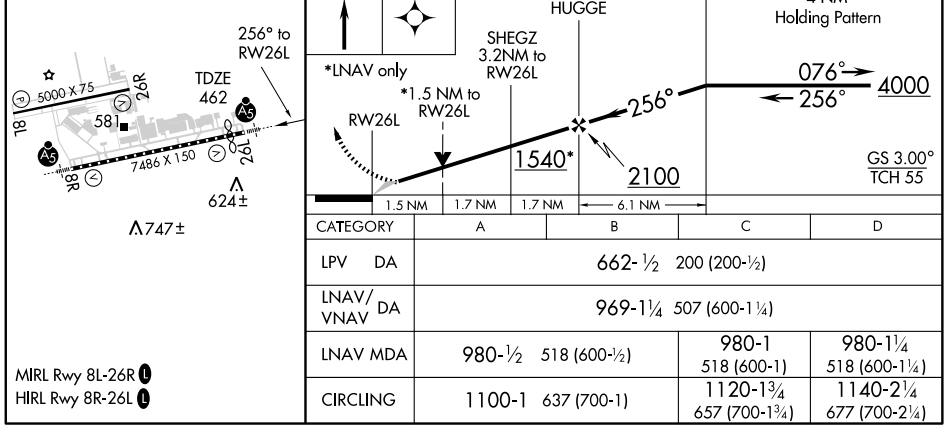
MALSR

MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrivals at FASHE via V9 northbound.
Procedure NA for arrivals at EMKAA via V88 southwest bound.





CATEGORY	A	B	C	D
LPV DA	662-½ 200 (200-½)			
LNAV/VNAV DA	969-1¼ 507 (600-1¼)			
LNAV MDA	980-½ 518 (600-½)		980-1 518 (600-1)	980-1¼ 518 (600-1¼)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 97414 W26A	APP CRS 256°	Rwy ldg 5000 TDZE 463 Apt Elev 463

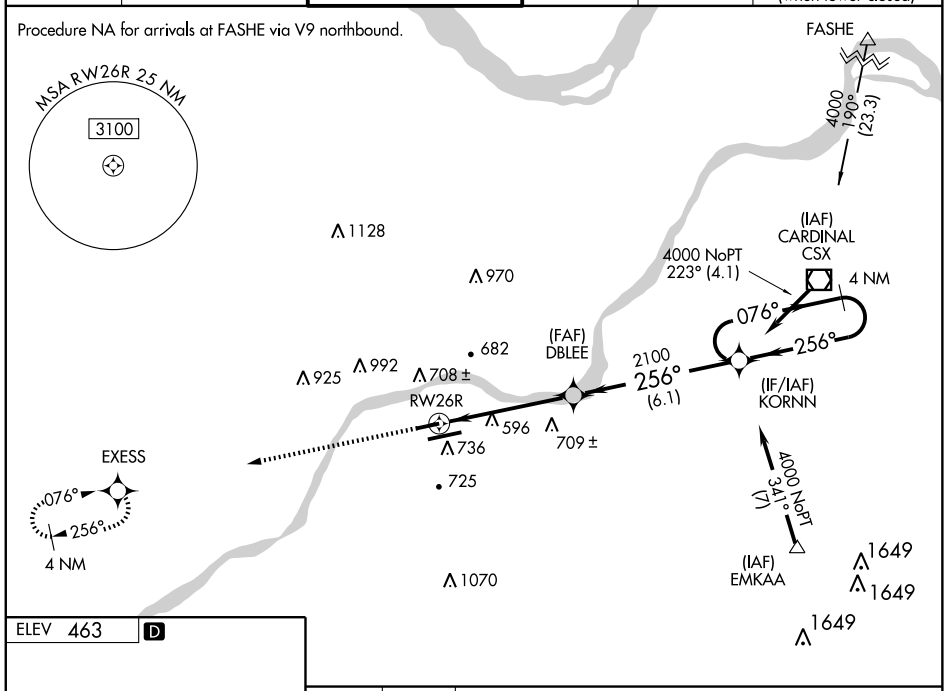
RNAV (GPS) RWY 26R
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

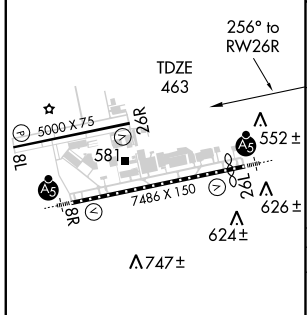
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting.
When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

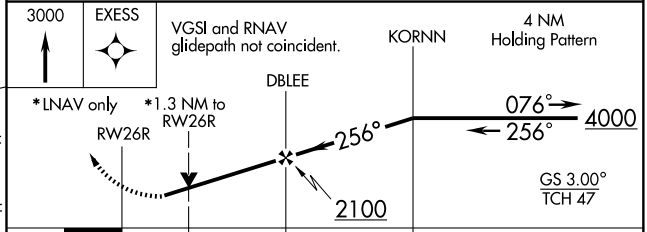
MISSED APPROACH: Climb to 3000 direct EXESS and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrivals at FASHE via V9 northbound.







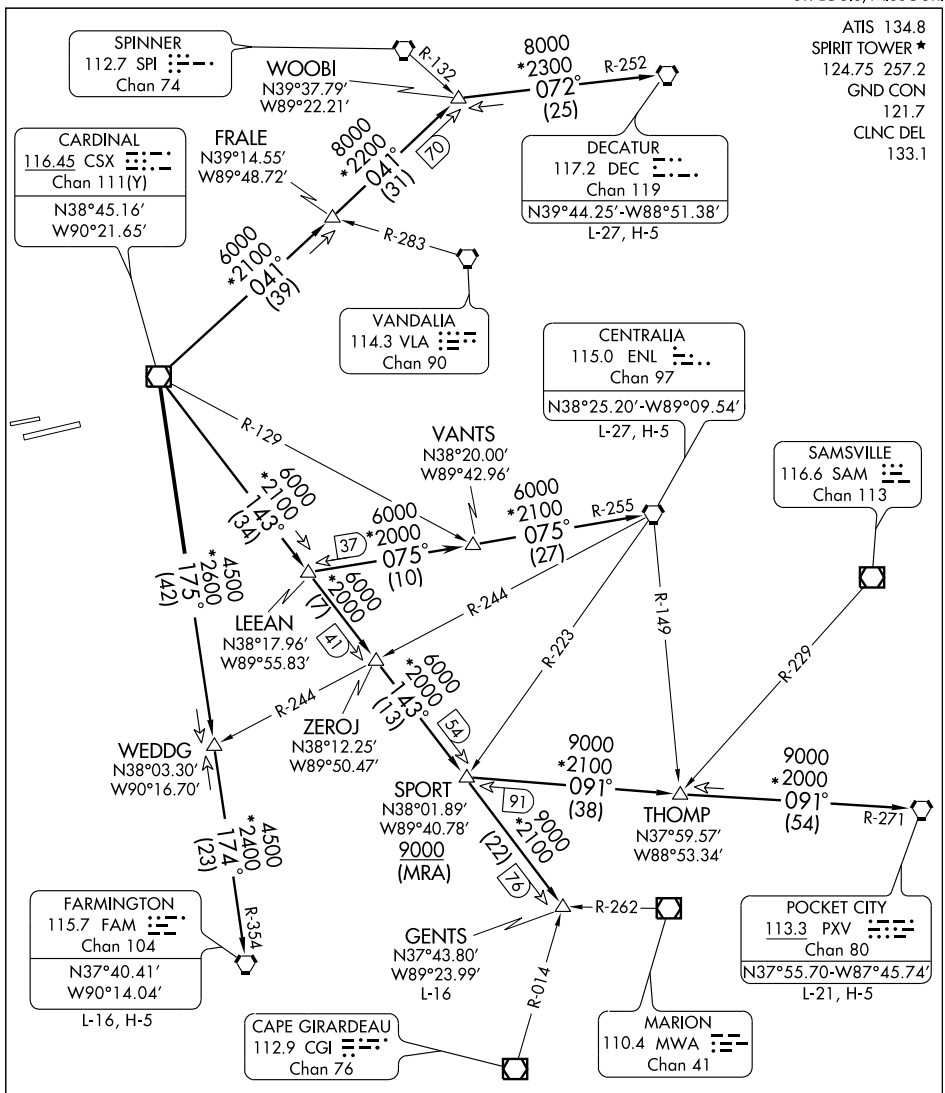
CATEGORY		A	B	C	D
LPV	DA	803-1¼ 340 (400-1¼)		NA	
LNAV/VNAV	DA	953-1¾ 490 (500-1¾)		NA	
LNAV	MDA	1000-1 537 (600-1)		NA	
CIRCLING		1100-1 637 (700-1)		NA	

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

TURBO FIVE DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI



TAKE-OFF MINIMUMS

Rwy 8L, 26R: Standard.

Rwy 8R: 300-1½ or standard with minimum climb of 285′ per NM to 900.

Rwy 26L: 400-1¾ or standard with minimum climb of 258′ per NM to 900.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TURBO FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

CENTRALIA TRANSITION (TURBO5.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

DECATUR TRANSITION (TURBO5.DEC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via DEC R-252 to DEC VORTAC.

FARMINGTON TRANSITION (TURBO5.FAM): From over CSX VOR/DME via CSX R-175 and FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO5.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO5.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO5.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214′ from DER, 96′ right of centerline, 27′ AGL/496′ MSL.

Rwy 8R: Antenna on bldg 142′ from DER, 241′ left of centerline, 10′ AGL/470′ MSL.
Antenna 262′ from DER, 557′ left of centerline, 26′ AGL/487′ MSL.
Trees beginning 5372′ from DER, 1792′ right of centerline, up to 94′ AGL/653′ MSL.

Rwy 26L: Trees beginning 1356′ from DER, across centerline, up to 117′ AGL/786′ MSL.

NC-3, 03 JUN 2010 to 01 JUL 2010

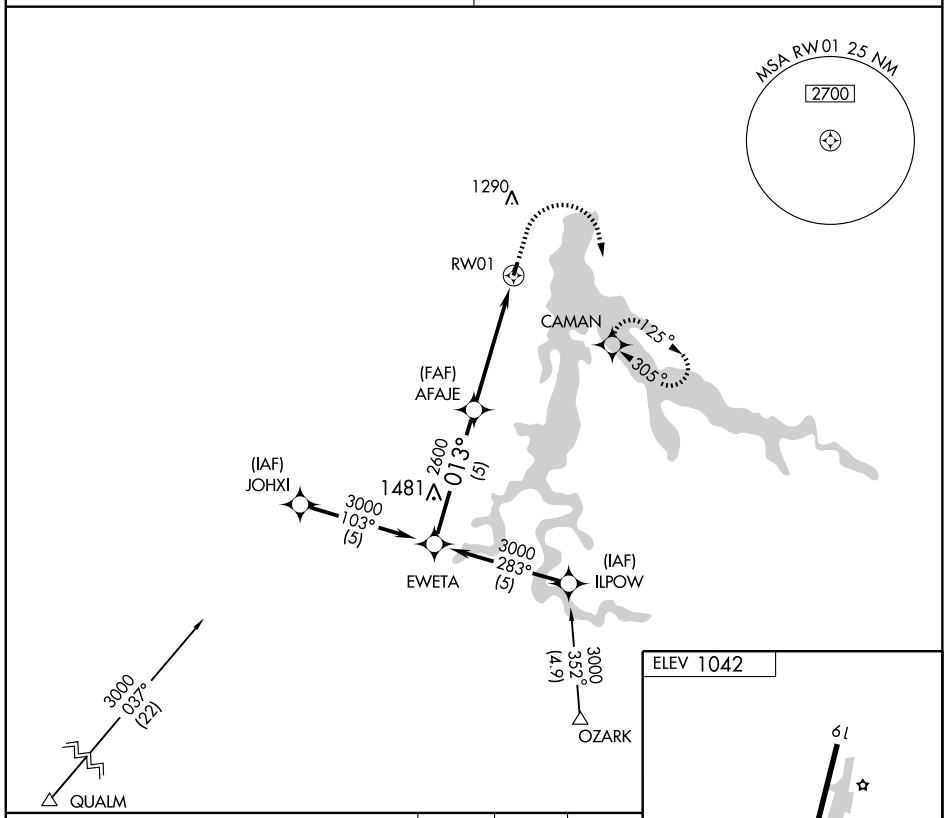
APP CRS	Rwy ldg	3060
013°	TDZE	1042
	Apt Elev	1042

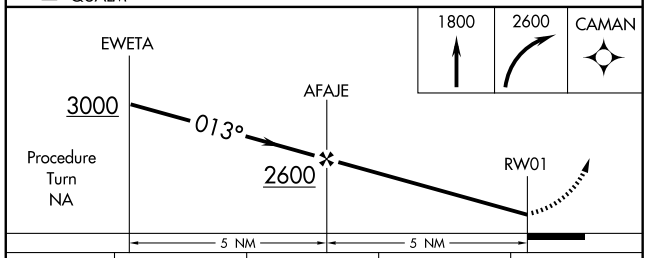
GPS RWY 1
STOCKTON MUNI (MO3)

NA
Use Springfield-Branson National altimeter setting.

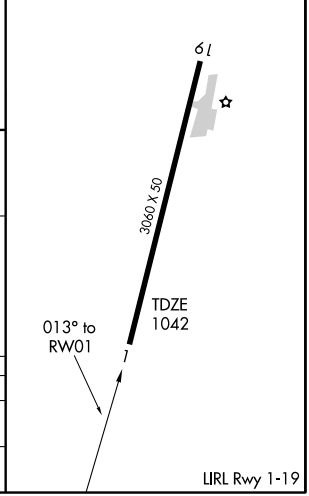
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9





CATEGORY	A	B	C	D
S-1	1540-1	498 (500-1)	NA	
CIRCLING	1580-1	538 (600-1)	NA	



LIRL Rwy 1-19

NC-3, 03 JUN 2010 to 01 JUL 2010

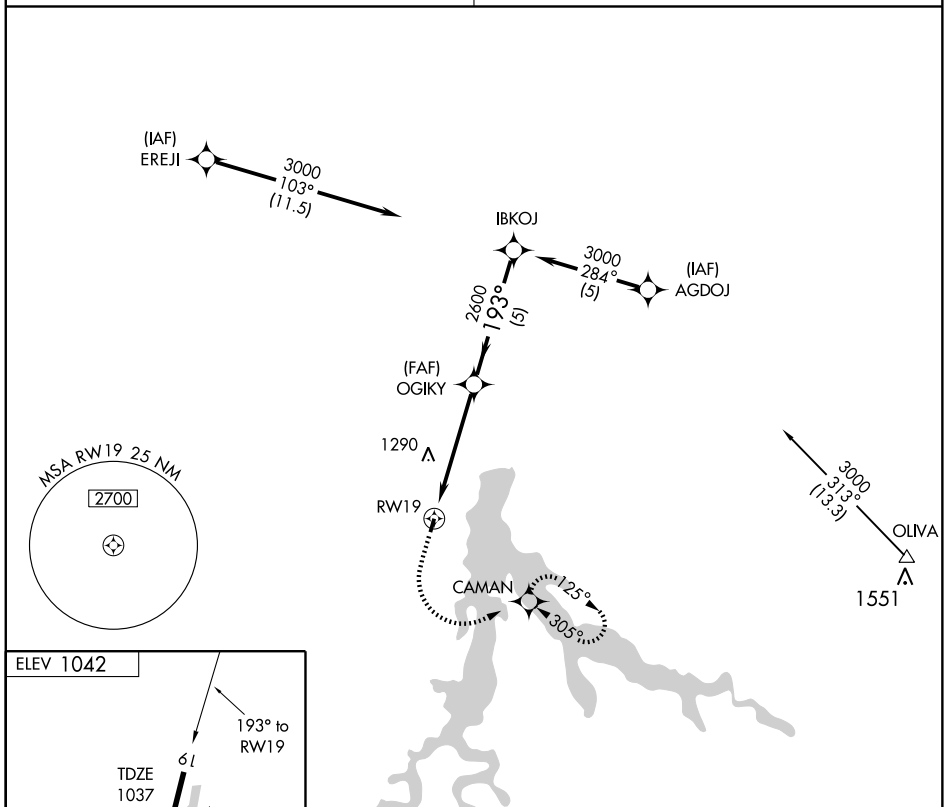
APP CRS		
193°	Rwy ldg	3060
	TDZE	1037
	Apt Elev	1042

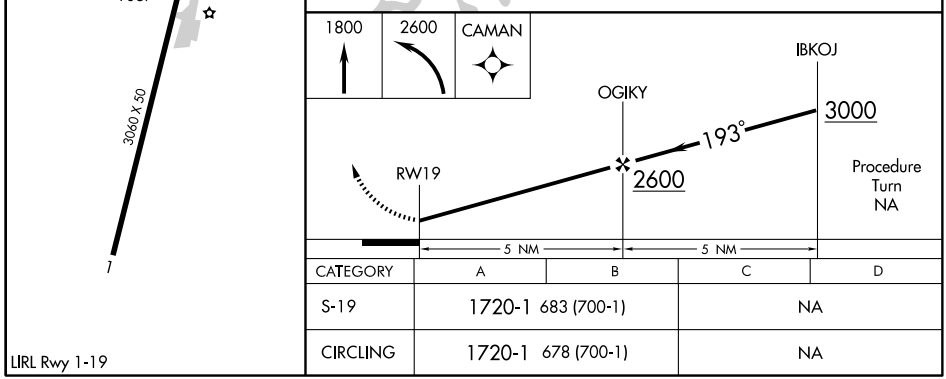
GPS RWY 19
STOCKTON MUNI (MO3)

NA
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9





CATEGORY	A	B	C	D
S-19	1720-1 683 (700-1)		NA	
CIRCLING	1720-1 678 (700-1)		NA	

LIRL Rwy 1-19

VORTAC SGF 116.9 Chan 116	APP CRS 305°	Rwy ldg N/A TDZE N/A Apt Elev 1042

VOR/DME or GPS-A

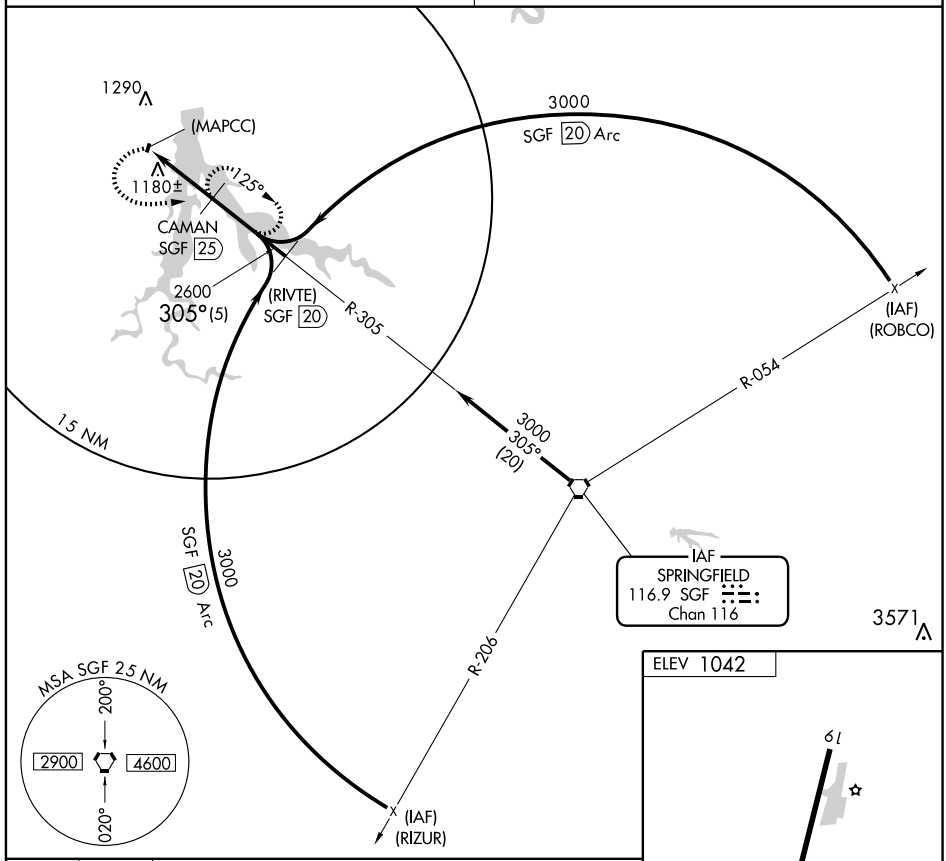
STOCKTON MUNI (MO3)

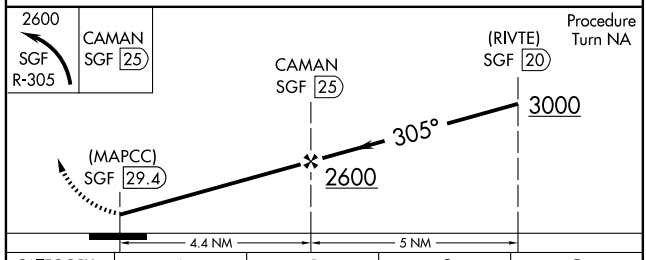
NA

Use Springfield-Branson National altimeter setting.

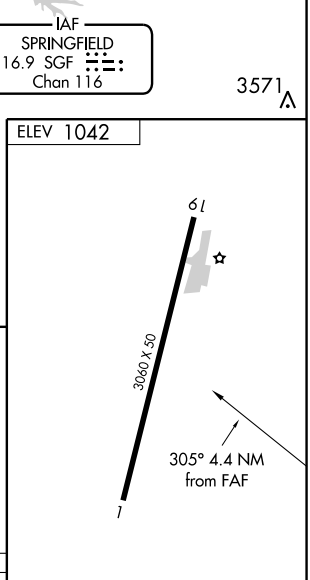
MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9





CATEGORY	A	B	C	D
CIRCLING	1580-1 538 (600-1)		NA	



NDB UUV	APP CRS	Rwy ldg	4499
356	246°	TDZE	927
		Apt Elev	933

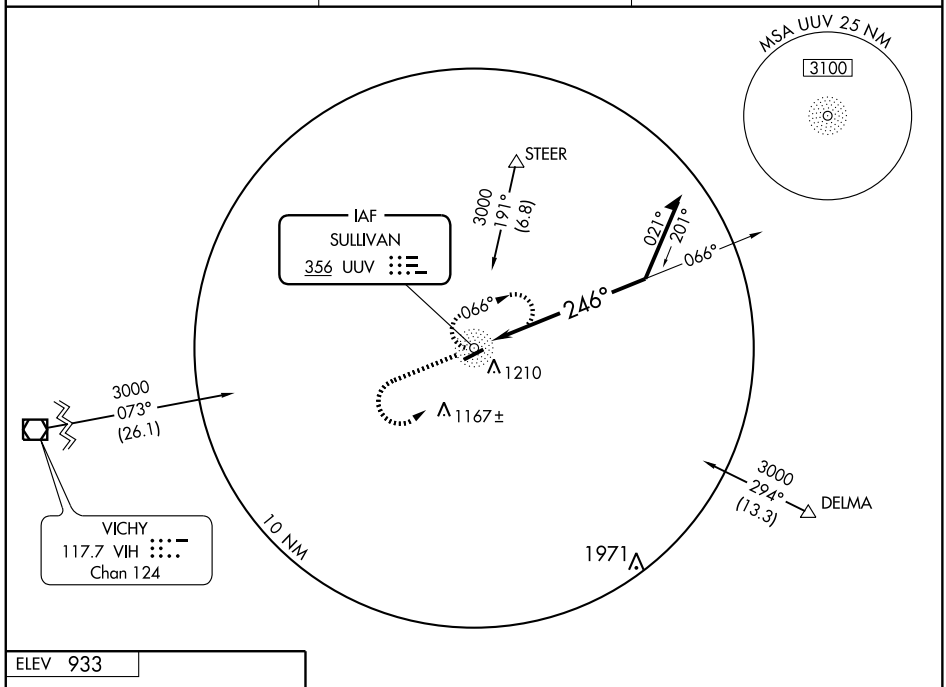
NDB RWY 24
SULLIVAN RGNL (UUV)

NA

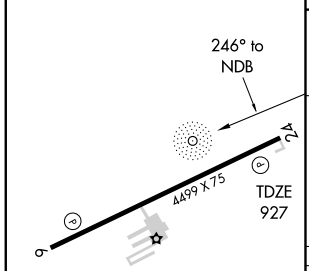
Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

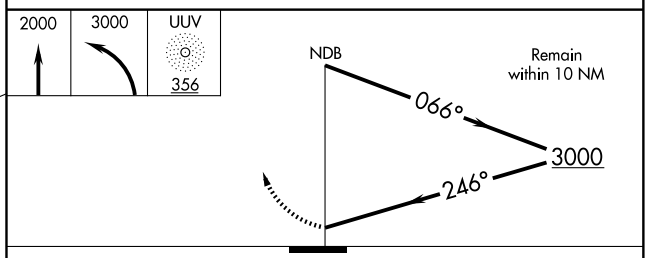
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF)



ELEV 933





CATEGORY	A	B	C	D
S-24	1560-1 633 (700-1)		1560-1¾ 633 (700-1¾)	1560-2 633 (700-2)
CIRCLING	1560-1 627 (700-1)		1560-1¾ 627 (700-1¾)	1560-2 627 (700-2)
SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS				
S-24	1720-1 793 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)
CIRCLING	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)

MIRL Rwy 6-24

WAAS CH 82414 W06A	APP CRS 058°	Rwy ldg 4499 TDZE 933 Apt Elev 933

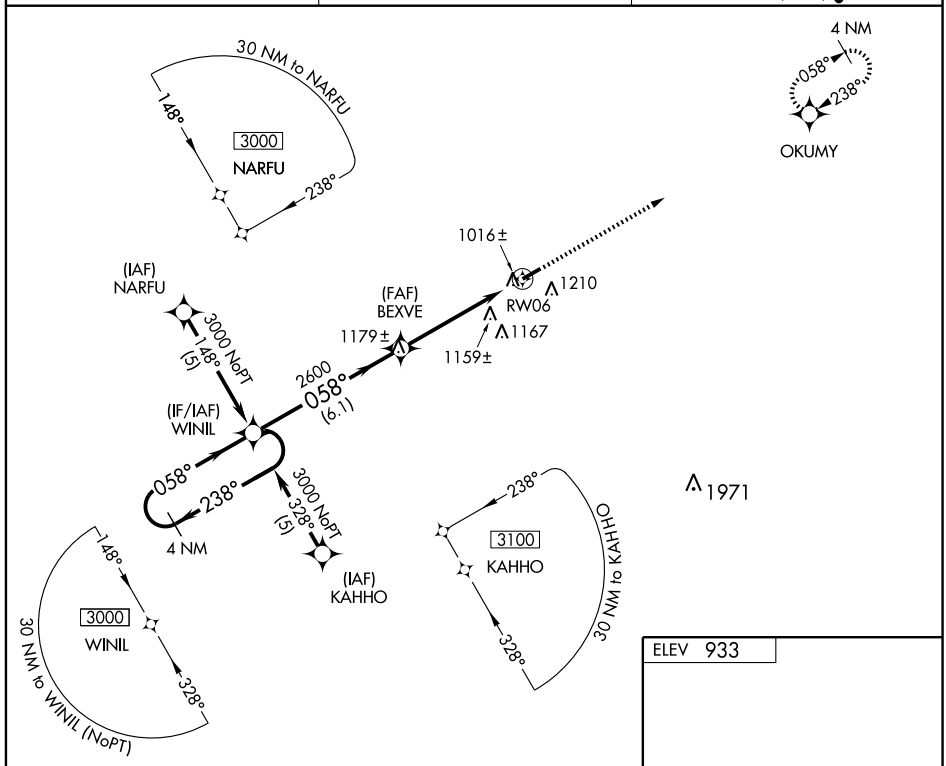
RNAV (GPS) RWY 6
SULLIVAN RGNL (UUV)

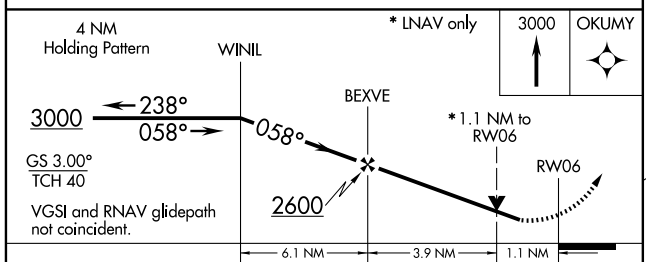
Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

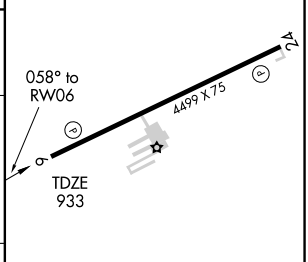
NA

MISSED APPROACH: Climb to 3000 direct OKUMY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)	NA	
LNAV/VNAV DA	1488-2	555 (600-2)	NA	
LNAV MDA	1420-1	487 (500-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	

MIRL Rwy 6-24 L

WAAS CH 72714 W24A	APP CRS 238°	Rwy ldg 4499 TDZE 928 Apt Elev 933

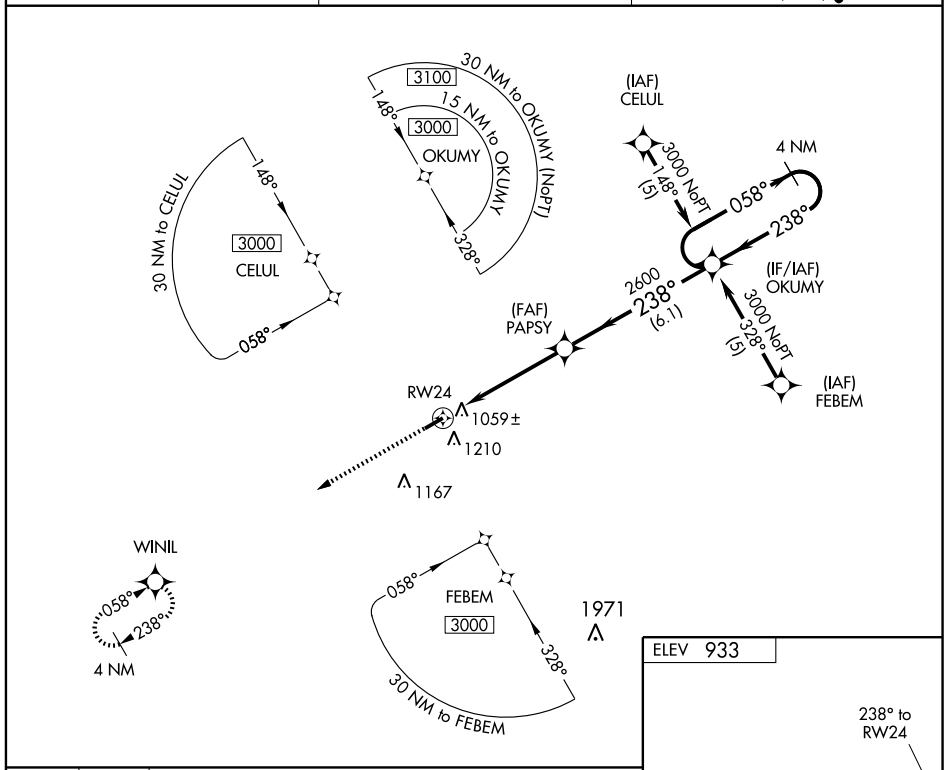
RNAV (GPS) RWY 24
SULLIVAN RGNL (UUV)

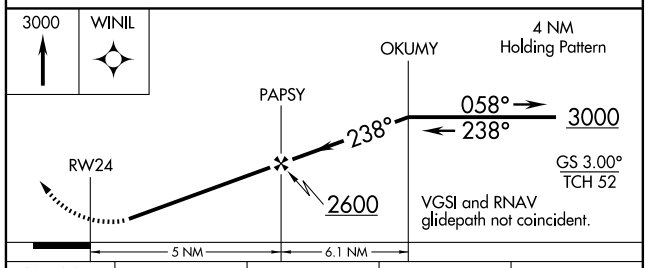
Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

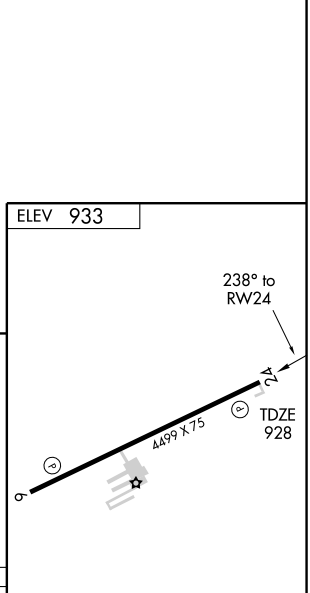
NA

MISSED APPROACH: Climb to 3000 direct WINIL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1178-1	250 (300-1)	NA	
LNAV/VNAV DA	1392-1¾	464 (500-1¾)	NA	
LNAV MDA	1460-1	532 (600-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	

MIRL Rwy 6-24 L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 57906 W18A	APP CRS 178°	Rwy ldg 3234 TDZE 913 Apt Elev 913

RNAV (GPS) RWY 18

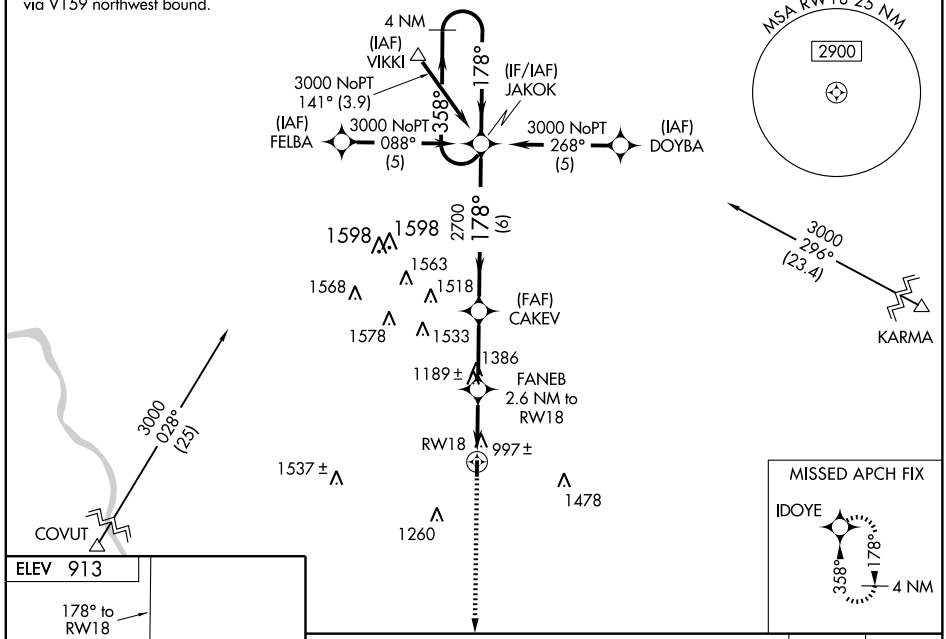
TARKIO/ GOULD PETERSON MUNI (K57)

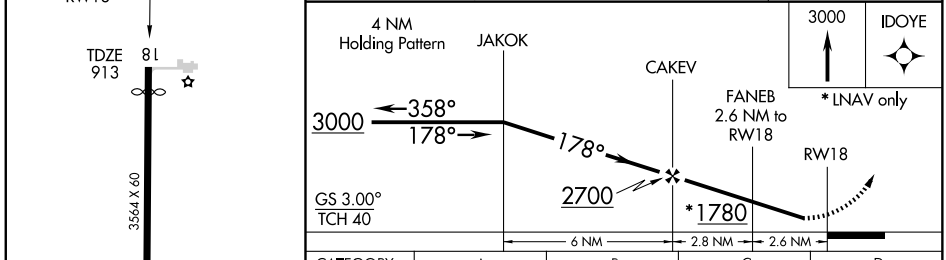
Baro-VNAV NA.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
NA Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/ MDAs 20 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

SHENANDOAH AWOS-3	MINNEAPOLIS CENTER	CTAF
125.525	119.6 290.4	122.9 L

Procedure NA for arrivals at VIKKI via V159 northwest bound.





CATEGORY	A	B	C	D
LPV DA	1272-1¼ 359 (400-1¼)			NA
LNAV/ VNAV DA	1375-1¾ 462 (500-1¾)			NA
LNAV MDA	1500-1 587 (600-1)		1500-1½ 587 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

MIRL Rwy 18-36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 50206 W36A	APP CRS 358°	Rwy ldg 3564 TDZE 912 Apt Elev 913

RNAV (GPS) RWY 36

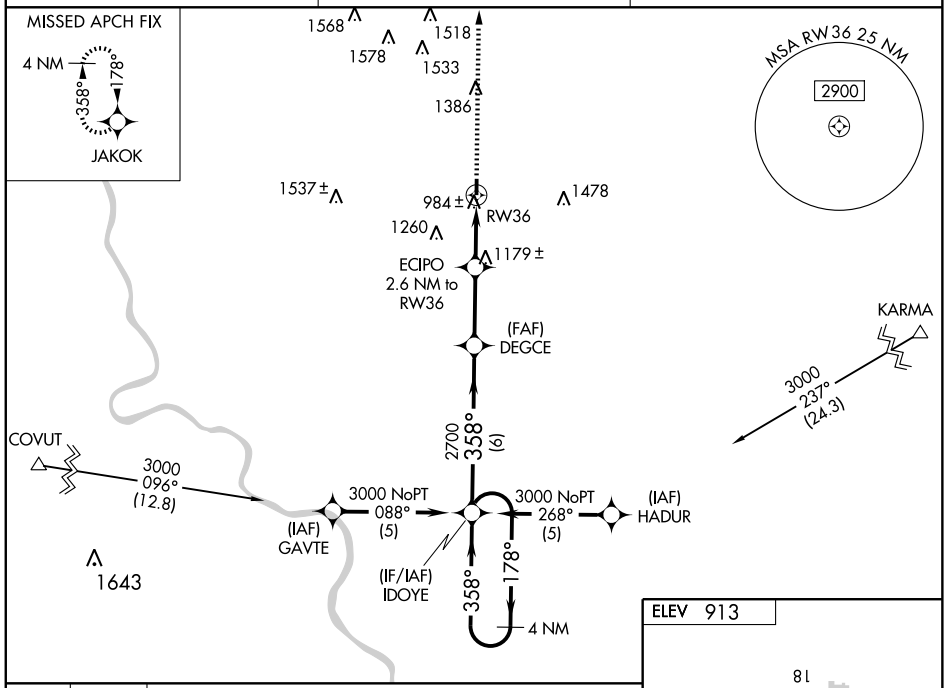
TARKIO/ GOULD PETERSON MUNI (K57)

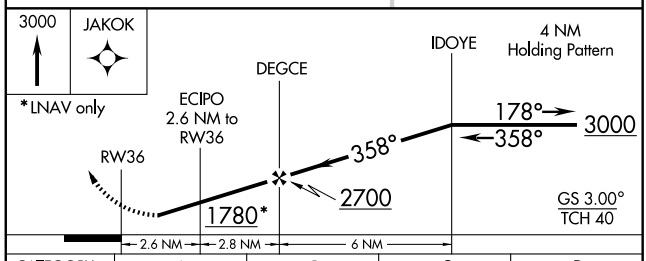
Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

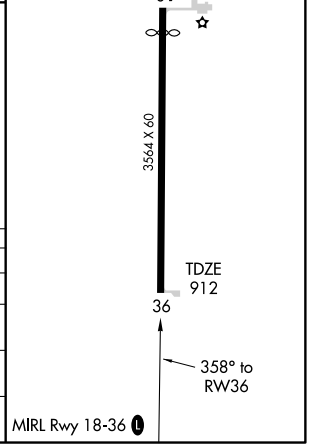
NA

MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SHENANDOAH AWOS-3	MINNEAPOLIS CENTER	CTAF
125.525	119.6 290.4	122.9 L







CATEGORY	A	B	C	D
LPV DA	1280-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	1352-1½ 440 (500-1½)			NA
LNAV MDA	1480-1 568 (600-1)		1480-1½ 568 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	3907
176°	TDZE	756
	Apt Elev	757

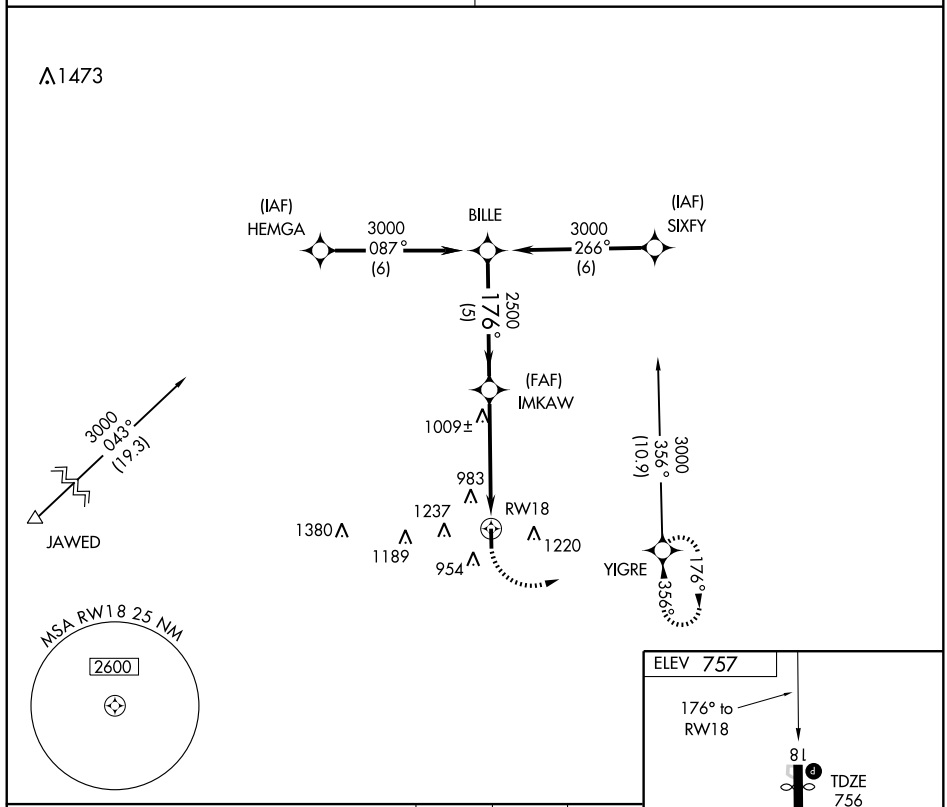
GPS RWY 18
TRENTON MUNI (TRX)

NA

Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1320-1	564 (600-1)	NA	
CIRCLING	1360-1	603 (700-1)	NA	

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

APP CRS	Rwy ldg	4307
356°	TDZE	756
	Apt Elev	757

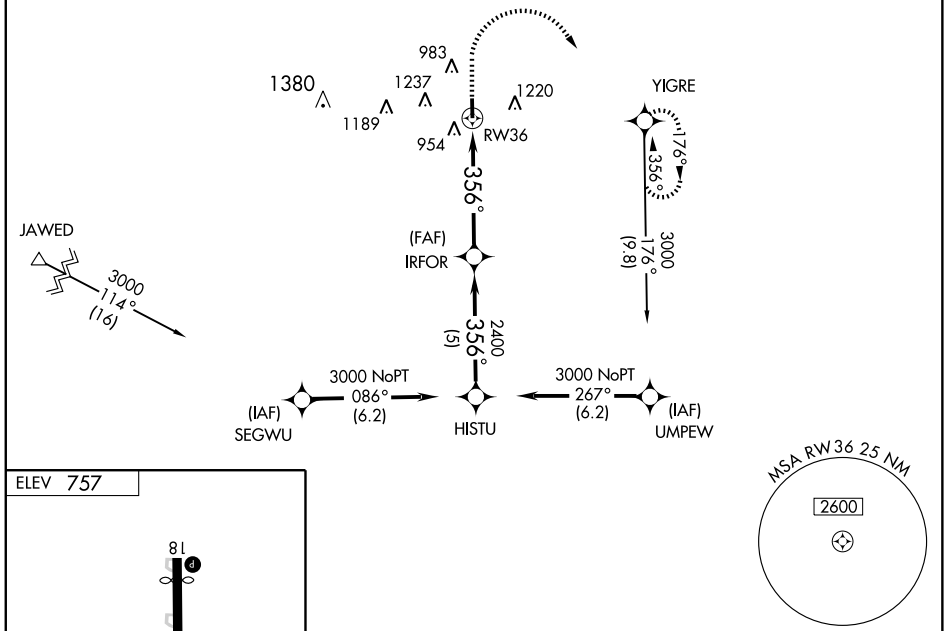
GPS RWY 36
TRENTON MUNI (TRX)

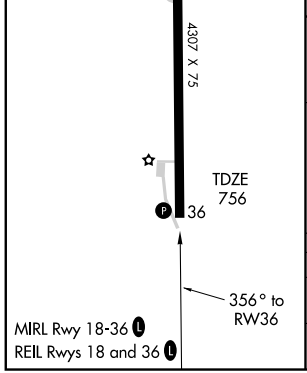
T
NA

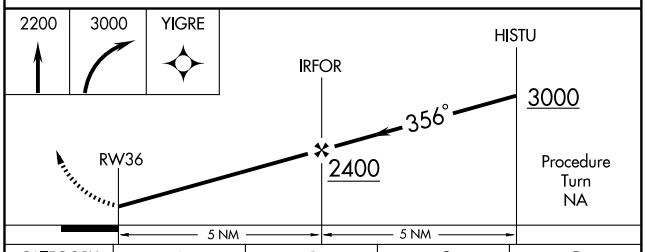
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.

COLUMBIA RADIO	UNICOM
122.2	**122.8** (CTAF) L







CATEGORY	A	B	C	D
S-36	1280-1 524 (600-1)		NA	
CIRCLING	1360-1 603 (700-1)		NA	

NC-3. 03 JUN 2010 to 01 JUL 2010

NDB TRX	APP CRS	Rwy ldg	3907
400	183°	TDZE	756
		Apt Elev	757

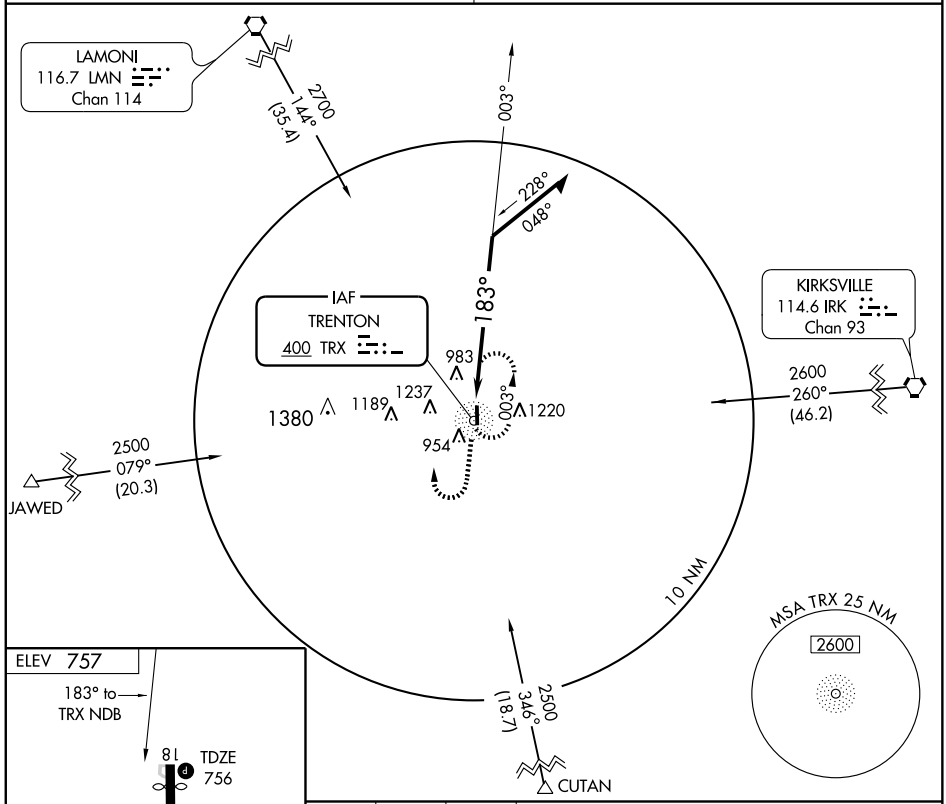
NDB RWY 18
TRENTON MUNI (TRX)

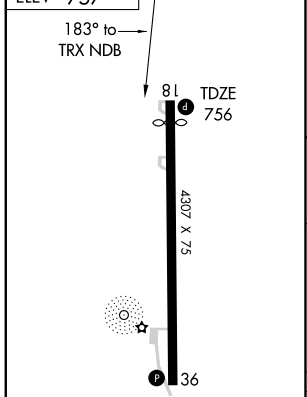
T
NA

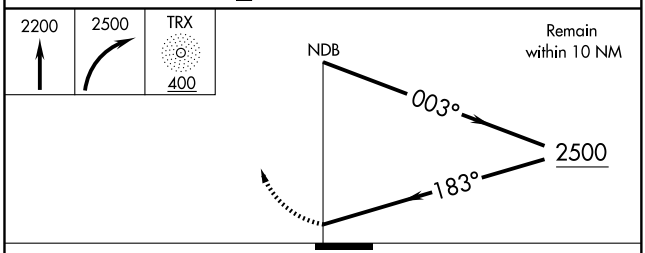
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1480-1	724 (800-1)	NA	
CIRCLING	1480-1	723 (800-1)	NA	

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NDB TRX	APP CRS	Rwy ldg	4307
400	346°	TDZE	756
		Apt Elev	757

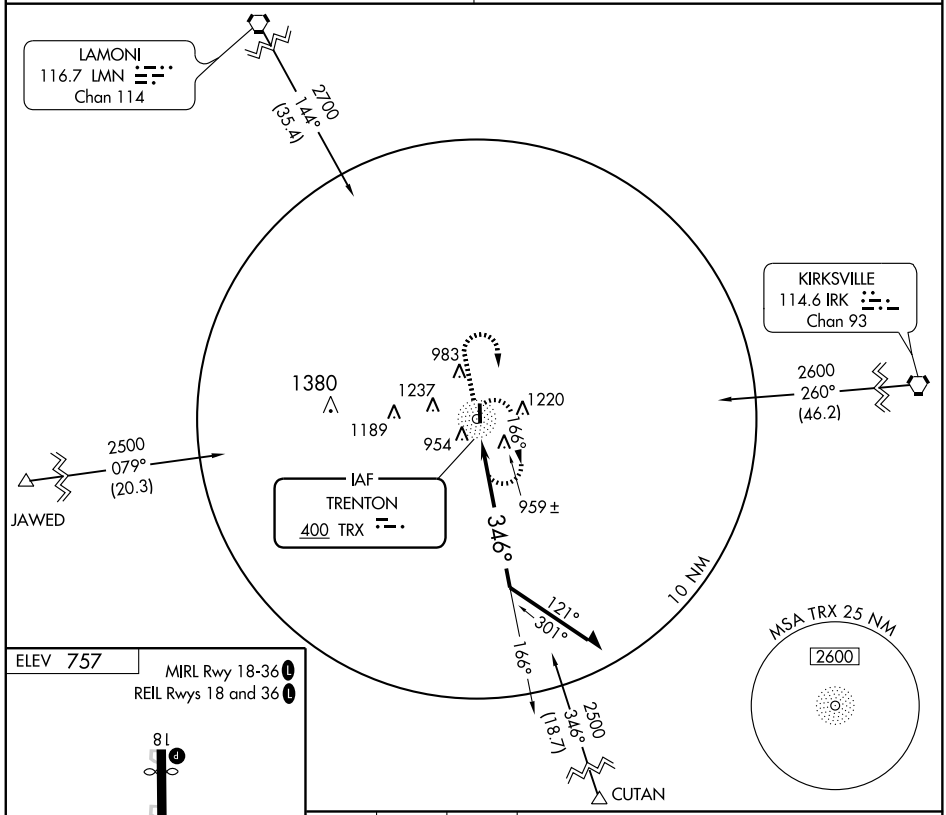
NDB RWY 36
TRENTON MUNI (TRX)

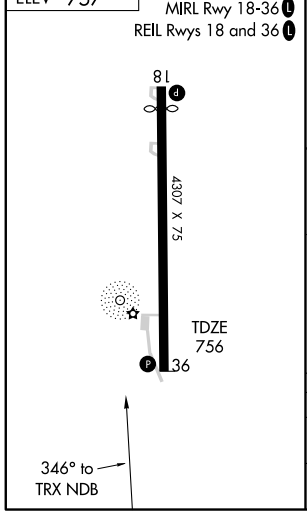
T NA

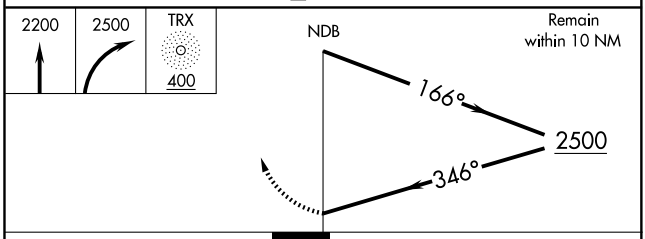
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1380-1 624 (700-1)		NA	
CIRCLING	1380-1 623 (700-1)		NA	

WAAS CH 45803 W18A	APP CRS 181°	Rwy ldg 4206 TDZE 797 Apt Elev 798

RNAV (GPS) RWY 18

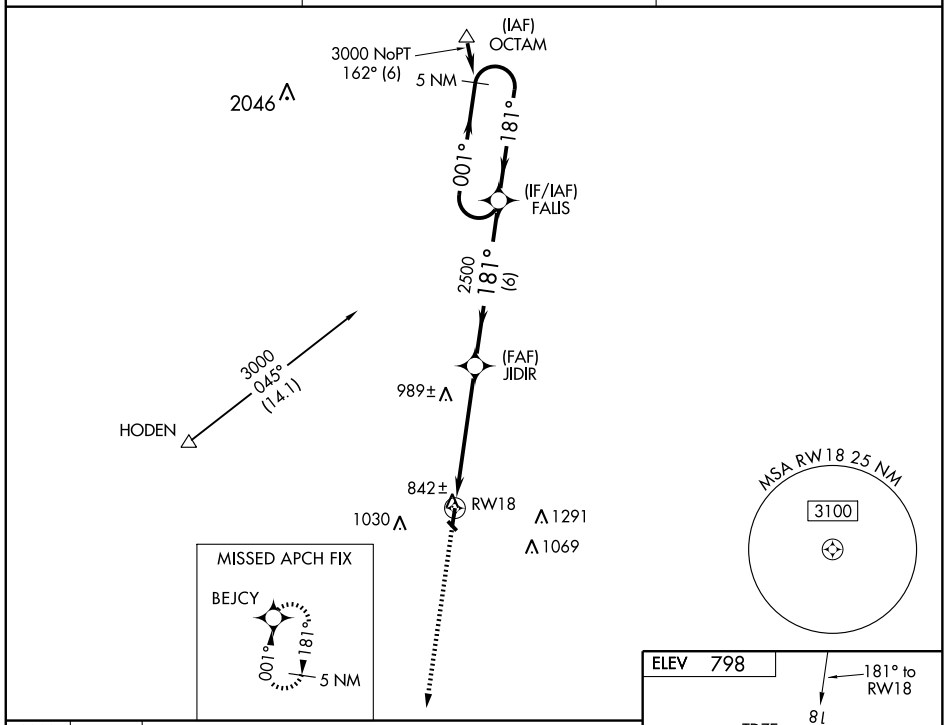
WARRENSBURG/ SKYHAVEN (RCM)

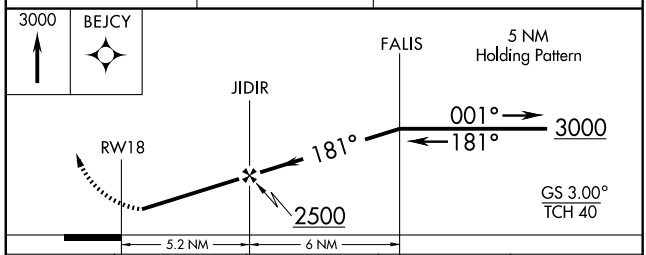
NA

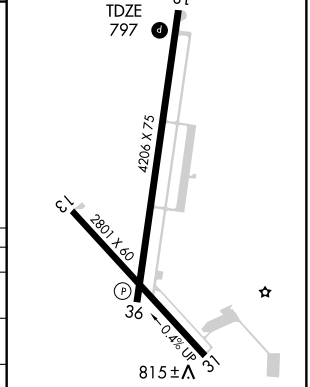
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct BEJCY and hold

AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/ VNAV DA	1141-1¼ 344 (400-1¼)			NA
LNAV MDA	1280-1 483 (500-1)		1280-1¼ 483 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 13, 18, 31, and 36 L

NC-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 65903 W36A	APP CRS 001°	Rwy ldg 4206 TDZE 797 Apt Elev 798

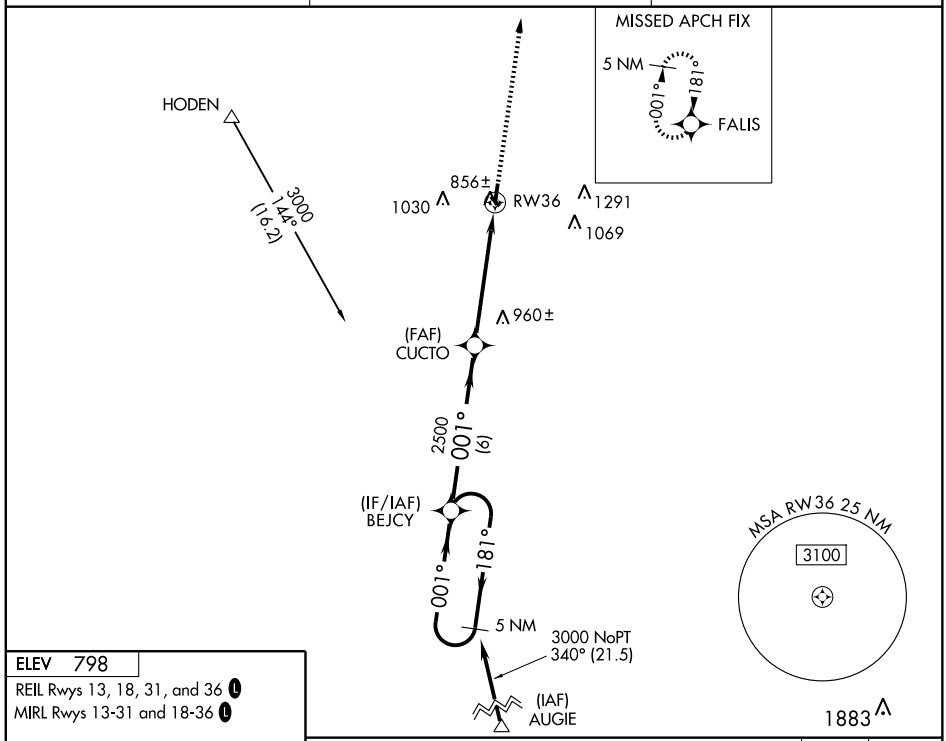
RNAV (GPS) RWY 36
WARRENSBURG/SKYHAVEN (RCM)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

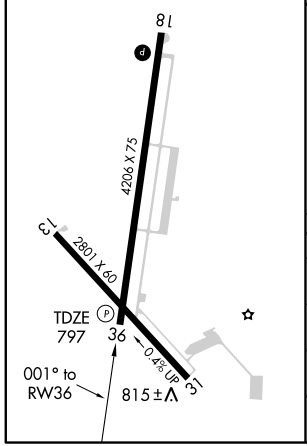
AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L

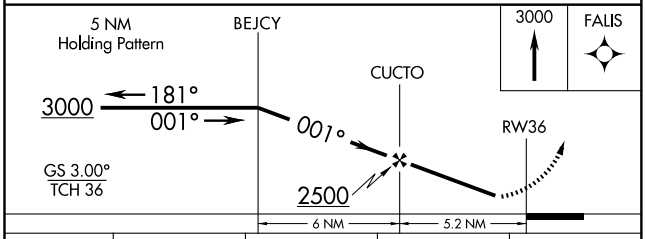


ELEV 798

REIL Rwys 13, 18, 31, and 36 L

MIRL Rwys 13-31 and 18-36 L





CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/VNAV DA	1197-1½ 400 (400-1½)			NA
LNAV MDA	1260-1 463 (500-1)		1260-1¼ 463 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

VORTAC ANX	APP CRS	Rwy ldg	N/A
114.0	134°	TDZE	N/A
Chan 87		Apt Elev	798

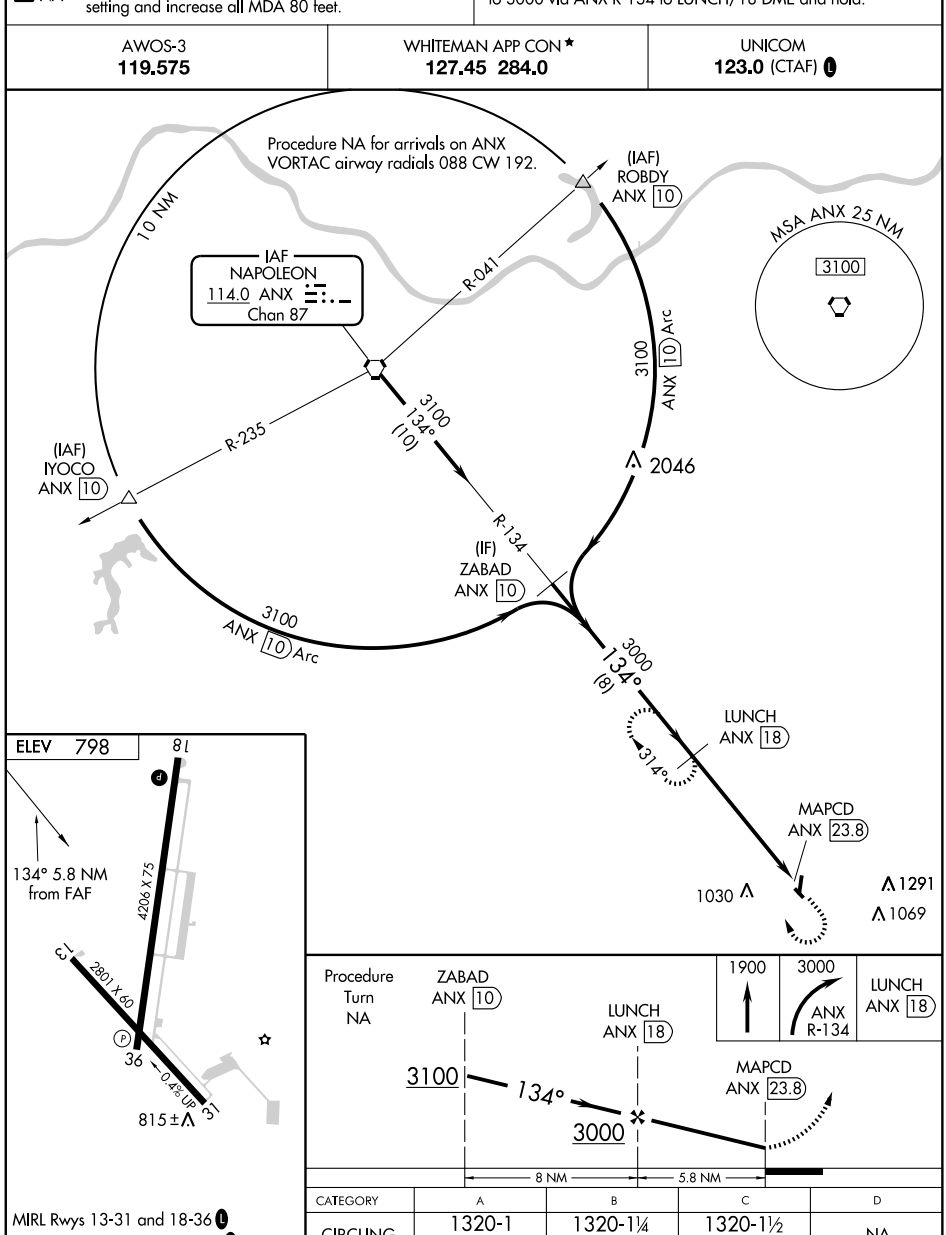
VOR/DME-A

WARRENSBURG/SKYHAVEN (RCM)

Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L



MIRL Rwys 13-31 and 18-36 L
REIL Rwys 13, 18, 31, and 36 L

CATEGORY	A	B	C	D
CIRCLING	1320-1 522 (600-1)	1320-1¼ 522 (600-1¼)	1320-1½ 522 (600-1½)	NA

NC-3, 03 JUN 2010 to 01 JUL 2010

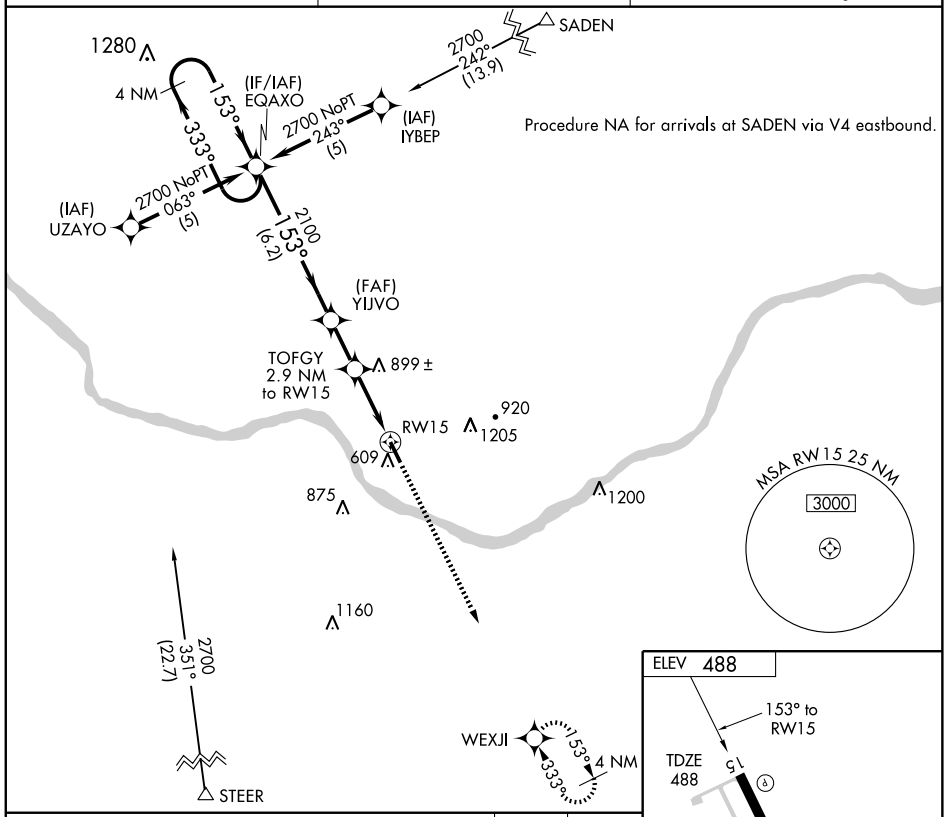
APP CRS	Rwy ldg	5001
153°	TDZE	488
	Apt Elev	488

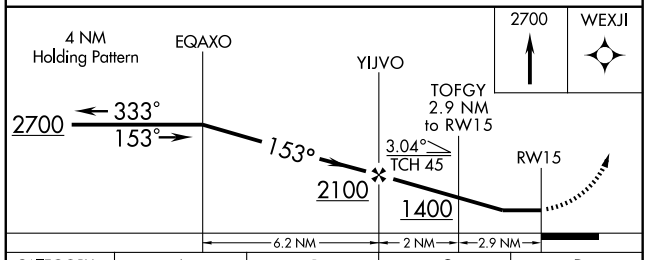
RNAV (GPS) RWY 15
WASHINGTON RGNL (FYG)

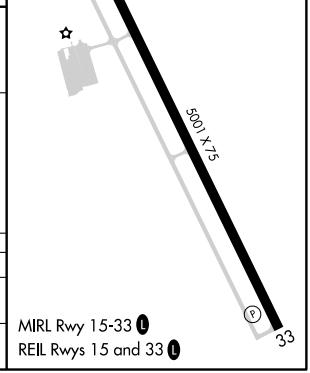
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1	672 (700-1)	1160-2 672 (700-2)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

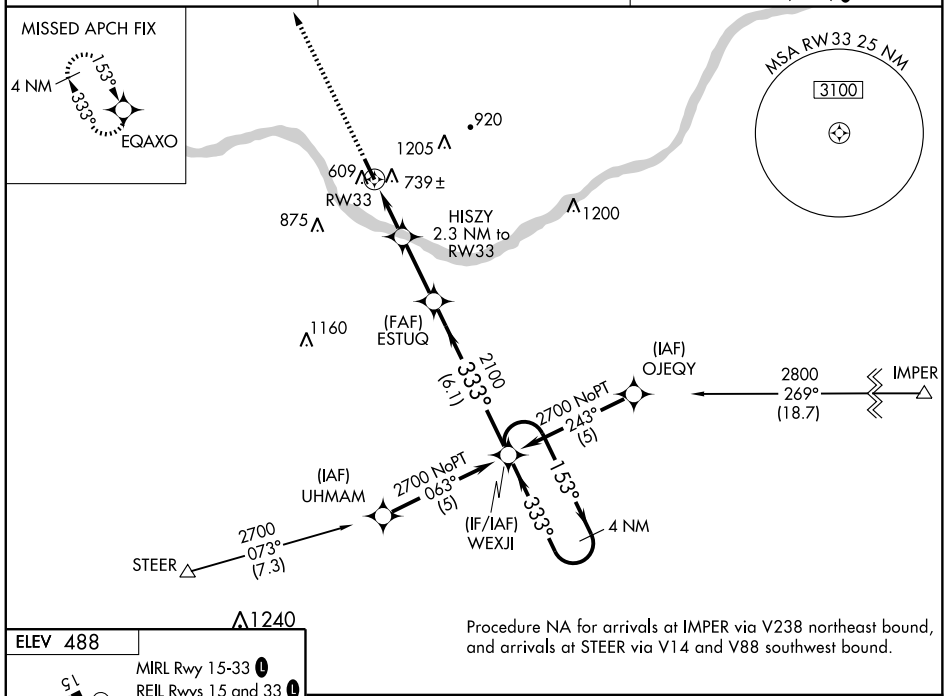
WAAS CH 45715 W33A	APP CRS 333°	Rwy ldg 5001 TDZE 486 Apt Elev 488

RNAV (GPS) RWY 33
WASHINGTON RGNL (FYG)

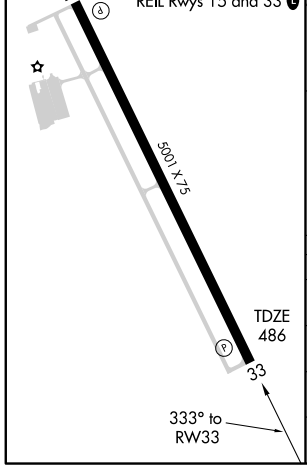
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Spirit of St. Louis altimeter setting.

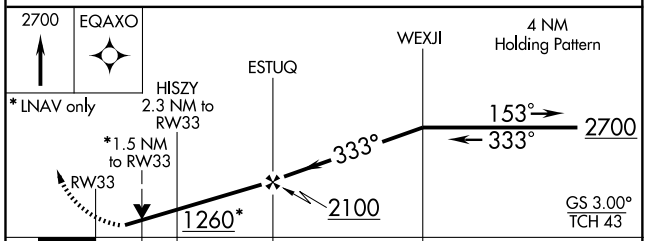
MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L



Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.





CATEGORY	A	B	C	D
LPV DA	824-1¼ 338 (400-1¼)			NA
LNAV/VNAV DA	1051-2 565 (600-2)			NA
LNAV MDA	1000-1 514 (600-1)		1000-1½ 514 (600-1½)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

NC-3. 03 JUN 2010 to 01 JUL 2010

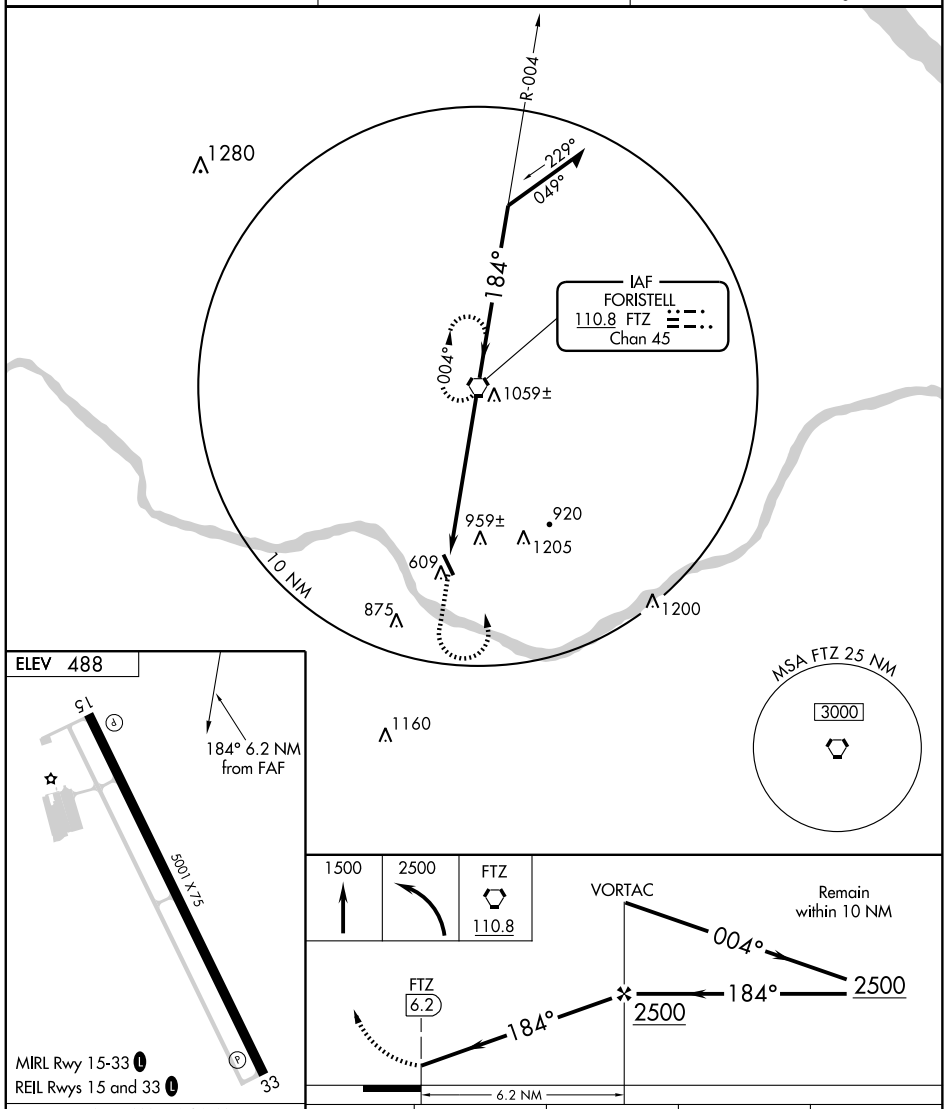
VOR-A
WASHINGTON RGNL (FYG)

VORTAC FTZ	APP CRS	Rwy ldg	N/A
110.8	184°	TDZE	N/A
Chan 45		Apt Elev	488

When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L



FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

CATEGORY	A	B	C	D
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

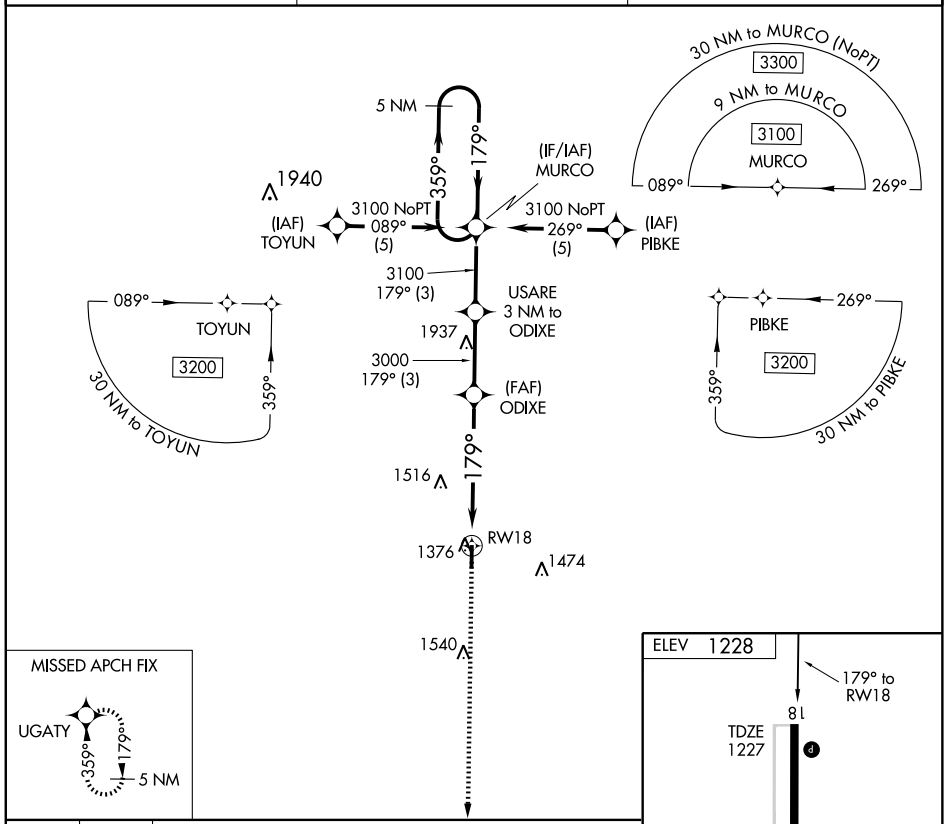
APP CRS	Rwy ldg	5102
179°	TDZE	1227
	Apt Elev	1228

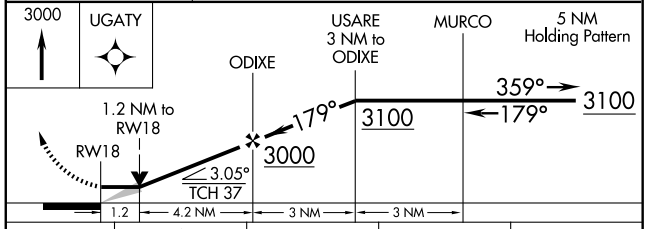
RNAV (GPS) RWY 18
WEST PLAINS MUNI (UNO)

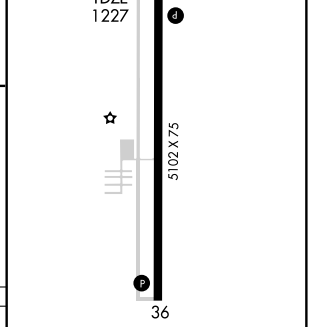
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Mountain Home, AR altimeter setting.

MISSED APPROACH: Climb to 3000 direct UGATY and hold.

ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1 413 (500-1)		1640-1¼ 413 (500-1¼)	NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3. 03 JUN 2010 to 01 JUL 2010

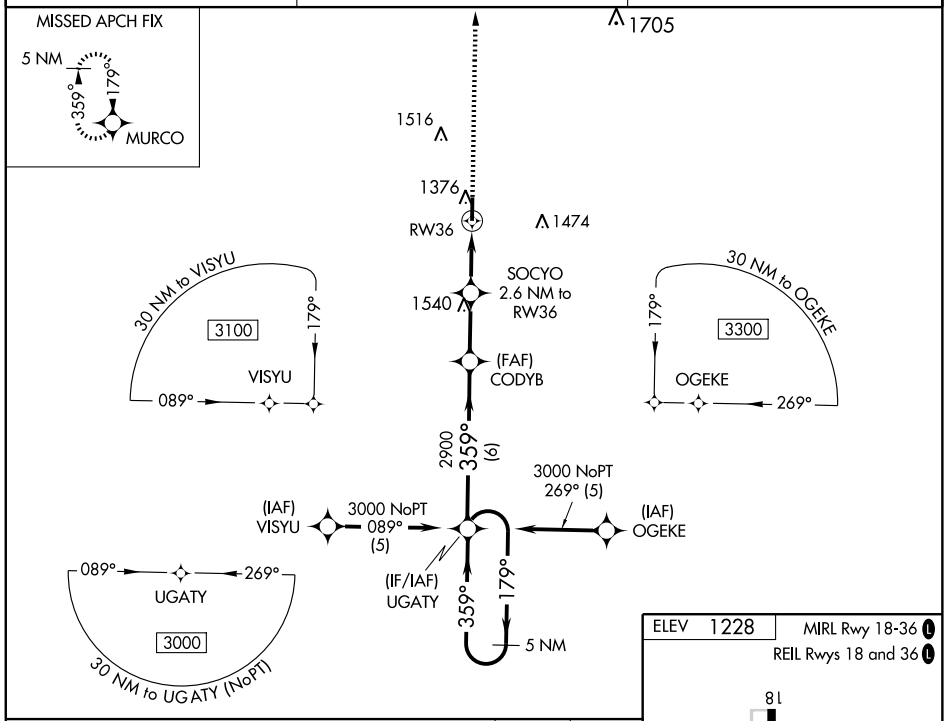
WAAS CH 40202 W36A	APP CRS 359°	Rwy ldg 5102 TDZE 1228 Apt Elev 1228

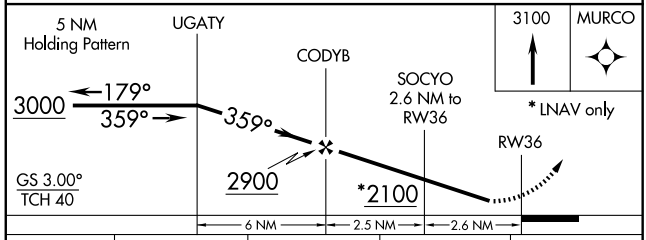
RNAV (GPS) RWY 36
WEST PLAINS MUNI (UNO)

Baro-VNAV NA when using Mountain Home, AR altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct MURCO and hold.

ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L



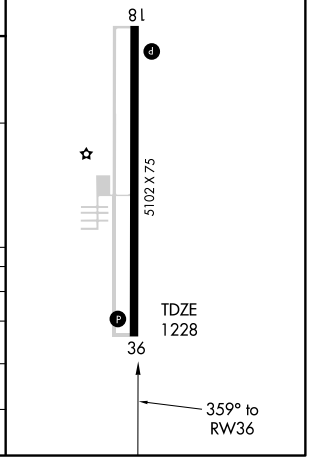


CATEGORY	A	B	C	D
LPV DA	1478-1 250 (300-1)			NA
LNAV/VNAV DA	1529-1 301 (400-1)			NA
LNAV MDA	1580-1 352 (400-1)			NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA

ELEV 1228

MIRL Rwy 18-36 L

REIL Rwys 18 and 36 L



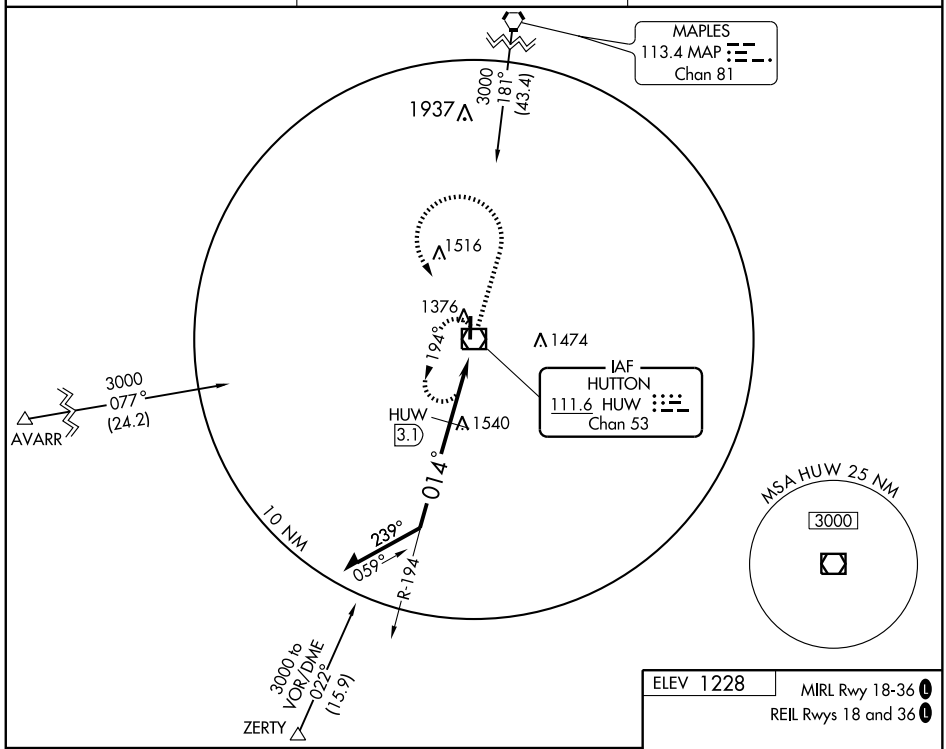
VOR/DME HUW 111.6 Chan 53	APP CRS 014°	Rwy ldg 5102 TDZE 1228 Apt Elev 1228

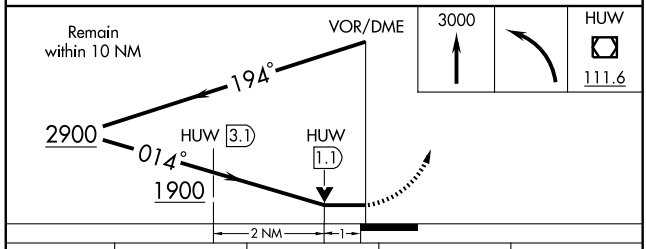
VOR RWY 36
WEST PLAINS MUNI (UNO)

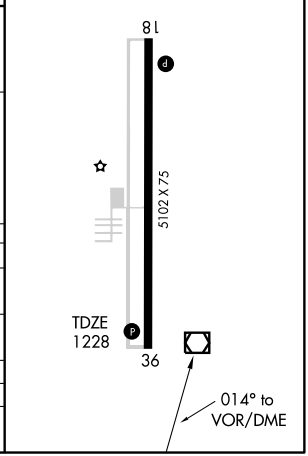
VDP applies to DME minimums only.

MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
CIRCLING	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
DME MINIMUMS				
S-36	1600-1 372 (400-1)			NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA